

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 1

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Correspondence Text

Topic Question 1:

I like strategy D the best. It will make it safer for bicyclists and pedestrians while also allowing improved parking and traffic congestion. This option also addresses the beaver pond area which is a major concern. The road is intruding on the habitat and people stop their cars in the middle of the road to view the pond creating traffic jams and unsafe road conditions.

Strategy B is my second choice with A being my third.

Topic Question 2:

Strategy C is going to cause confusion, anger, and frustration to park visitors. Keeping track of which day of the week they can drive on the road is going to be a major issue. Even if there are a lot of signs showing the schedule, many people are not going to read them. If the goal is for "bike/pedestrian only" time on the road, it would be better to have it closed to vehicles during certain hours of the day. Additionally, there will be problems with park employees and volunteers who have to drive to their duty station on days the road is closed to vehicles. Some visitors will not understand why some people get to drive on the road while others do not.

Topic Question 3:

Going with option B or D and eliminating the wait time might be a consideration. If there are clearly defined parking places and non-parking measures are taken on the rest of the road, then it might not be necessary to limit traffic on the road. By moving the road so visitors have to go through the entrance station in Moose, the number of vehicles using the road may go down since a lot of locals use the current entrance in Moose to avoid paying entrance fees.

Comments:

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Correspondence: 2

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Topic Question 1:
No changes Plan A

Topic Question 2:
No changes Plan A

Topic Question 3:
No changes Plan A

Topic Question 4:
The only change I would suggest would be similar to Denali. Only allow authorized vehicles to take visitors into the park from May to October. No other vehicles should be permitted. If people don't like it, they don't have to visit.

Comments:

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Topic Question 1:

Alternative A should be chosen. All of the alternative plans include some type of closure or delay of entry to the road, thus forcing significant traffic through the city of Jackson. Maintaining awareness of the closure times will make it difficult for visitors to plan efficient travel. There should be a plan developed that maintains the road at all times but still addresses the volume of traffic with adequate parking and turnouts and speed bumps to control speed.

Topic Question 2:

Strategies B, C, and D all offer interesting ideas for improving access and controlling traffic, but unfortunately they all involve temporary road closures. Such an arrangement will greatly complicate the access to the park from the growing Teton Village area.

Topic Question 3:

As stated above, plans B, C and D all have interesting ideas for providing more parking and a safer roadway. Their downfall is the closure of the road for certain periods of time. If the times are standard, then there may be closures when none are needed, and if they are based upon current traffic, then the arbitrariness of the closures could impact badly on visitor travel plans.

Topic Question 4:

Any plan that improves parking and turnouts, and improves the road service without forcing temporary closures of the road would be a great improvement. We have traveled the Wilson-Moose road many times since our first visit in 1985. The need for an access to the park for all of the visitors staying along the southern portion of Highway 390 without having to drive back through Jackson is very important.

Comments:

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Topic Question 1:
See below

Topic Question 2:
See below

Topic Question 3:
See below

Topic Question 4:
See below

Comments: Moose-Wilson is a primary destination when visiting GTNP and we spend a large portion of our time there, doing what everyone else there does - watching wildlife, visiting the LSR Preserve, checking on the Western Center for Historic Preservation's progress at White Grass Ranch, and hiking to and around Phelps Lake. And making our way to Teton Village for the aerial tram ride and a cold Coke. Thus we recognize both the value and the challenges of the current configuration and use status. It is nonetheless extremely hard to contemplate restricted access. It would be very helpful to know what is meant by "peak use" times. Relative dollar cost estimates (or cost ranges) of the options should also be provided early on to assist in assessing the options. Is it correct that the remediation project will be 100% funded by taxpayer dollars?

Otherwise, I think the presentation of information is EXCEPTIONALLY WELL DONE, and thank you

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for accepting my input.

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My apologies if I missed this point. What problem(s) is this project addressing? Does "someone" or some entity believe that the current state of this corridor is NOT protecting the natural and cultural resources of the park? Why is a change required? That is my comment. I suppose what I'm looking for is a problem statement. Then I could understand how each of the alternatives help provide the most feasible solution. Is one potential alternative to simply leave it alone?

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Topic Question 1:
Plan C

Topic Question 2:
Doing nothing to change the current situation. It is an issue that needs to be addressed now and not left open for further delayed management.

Topic Question 3:
A multiuser path that runs from Wilson to Moose would be ideal.

Topic Question 4:
Please implement plan C. If that option is not selected, please consider pedestrian and bicycle use of the road in the plan that is chosen.

Comments:

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Topic Question 1:
rerouting the road, putting in bike path for traffic and noise reduction

Topic Question 3:
a bridge across the Snake so that the park is not used to get to the airport

Topic Question 4:
I like option D.

I go to GTNP every year and enjoy spending time on my bike. The bike path is one of the best aspects of the park and is enjoyed and shared by riders of many skill levels.

Comments: Noise is becoming an issue in the park - - On a hike to Surprise lake, we were shocked how loud the noise was from the motorcycles below. Would like to see biking further encouraged in the park

Has the park considered closing River Road to cars?

I would hope that the bike path be extended to Yellowstone, or at least to Moran on the East side.

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Topic Question 1:
such a difficult decision,

Topic Question 2:
not doing anything

Topic Question 3:
please consider those that have physical disabilities. I love this section of the world! but cannot hike long distances. Please protect and help the wildlife thrive, We get up there at least once a year and always make the drive

Topic Question 4:
Please do not increase traffic, make it safer for people and animals
Please consider what a gem of a place this is and protect the wildlife, keep it wild yet accesible

Comments:

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Correspondence: 9

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Topic Question 1:

Of the proposed alternatives, none in my opinion would adequately improve the Moose Wilson Road. However, The ideas of a separate bike path and improvements to the dirt section of the road would be great. A bike path would insure the safety of visitors to the park who choose to ride their bikes by giving them a safe space where they wouldn't be threatened by cars on blind corners. The dirt section of the road deteriorates so rapidly midsummer that in my opinion it would be overall less maintenance and a better experience on the road for drivers.

Topic Question 2:

Limiting the traffic in any way as laid out in a few of the proposals is not a good idea in my opinion. Limiting access would only confuse and frustrate our guests who are trying to use the Moose-Wilson road.

Topic Question 3:

Perhaps expanding the parking at the LSR Preserve. Many times going to hike around Phelps, it can be up to an hour to get a parking spot for most of the summer.

Comments: I can't reiterate enough how much I am against the proposals that limit car traffic on the Moose Wilson Road. As I said above, it will only add to the confusion and frustration of our guests who are trying to enjoy the National Park via the road. If anything the infrastructure should be improved as I stated in question 1. Thank you for your time.

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Topic Question 1:
Complete pathway for bikes throughout corridor. Maximize recreational opportunities while limiting automobiles and their associated pollution, noise, and congestion. Encourage healthy lifestyle recreation while protecting resource.

Topic Question 2:
Through auto traffic is not appropriate in the corridor. The park has excess vehicular traffic and alternative modes of transportation should be encouraged.

Topic Question 3:
Increase interpretive opportunities including staffing naturalists in the corridor.

Comments:

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Topic Question 1:

You should continue to allow two way traffic on the road. If you do decide to limit (something I hope you will not do), you will need to have that notice way before the Ranger Gate, and provide ample turn around for visitors who already have their cars full of family and food for a fun day in the park. You would have to electronically have that notice at inns, hotels, motels, condos, etc., so people would know beforehand the park is full. You should go back to the drawing board, and realize that the Park's part of the Moose Wilson Road is part of the overall road system in the valley. Actions you take will affect other parts of the system; I don't want to enter the Park by going through Jackson - the traffic is already overcrowded.

Topic Question 2:

Limiting road use and leaving the road as narrow as it is. Also why are you installing parking lots when there are no activities near by? If you want people to view the animals, that's something else; but with the recent uptick in grizzly use of the road, there could be some unfortunate incidents. We've been visiting since 1982 and find the current solutions are creating more problems than are being solved. Like it or not, Grand Teton Park is really part of the larger Jackson Hole eco/human/movement system.

Topic Question 3:

Ease of access that welcomes visitors to the park. Widen the road for two way traffic for Park visitors. Making this entry on the west bank more difficult is perhaps sending the wrong message to first time visitors. Visitors to the park will not be as up-to-date on the strategies, but will know when access is denied. There have

Topic Question 4:

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I'm not sure what you're trying to solve. It seems all the options raise more problems that will frustrate potential visitors to the park. Especially first-time visitors. Vacation population has grown on the west bank since 1982. I don't think you can reverse that trend, so the park may need to adapt more creatively. This park is not in an isolated position as some other parks are. You are part of the mix in the valley - rethink what you're trying to do.

Comments:

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Topic Question 1:

Alternative B serves the needs of the valley by realizing that visitors are our life blood. Closing the road on certain days would be a huge irritant to our visitors that are here a couple nights.

Topic Question 2:

C. We do not need to provide cyclist traffic. This road is not safe when approaching an unseen cyclist on a curve. There is great cyclist access to the park already built. Closing to provide this access is extremely damaging to visitor needs and therefore damaging to the valley.

Comments:

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Topic Question 1:

Only A and C and D, those that preserve the natural and rustic experience of wildlife viewing should be carried forward. The Disneyland alternative B should be dropped. With B you are creating a sanitized Jenny Lake experience.

Topic Question 2:

B is awful. What next? A three-lane road for passing convenience?

Topic Question 3:

No, anyone who has actually visited and driven on the road knows that this is the best location for viewing moose and other wildlife. Alternative B would reduce the viewing experience to the equivalent of spotting a moose in the tiny pond at the intersection of Moose-Wilson with Route 22.

Topic Question 4:

Visit http://www.mooseworld.com/sightings_wyoming.htm.

Or <http://www.mooseworld.com/slideshow13/slideshow13.htm>.

Think about what the wildlife viewing experience is like at Oxbow Bend: it's an overlook designed for cars. That's why it is so rare to see wildlife.

Comments: If you decrease the rustic nature of Moose-Wilson and increase the traffic you will have effectively removed one of the two remaining areas where a Jackson Hole visitor can actually spot wildlife

without a circus "wildlife spotting" of cars pulled off the road where an animal, typically a moose, happens to wander into view.

In addition, you will be posting the number of moose killed on a new section of Moose-Wilson.

Don't ask people to watch for wildlife while simultaneously increasing the risk of their disappearing.

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Topic Question 1:

Realignment of portions of the road- -this is an old road that needs to be made vehicle and traveller friendly

Improve parking areas- -the congestion occurs when tourists think they can stop their vehicles in the middle of the road. Parking areas will give them a place to get off the roadway.

Paving the south portion of the road- -the potholes that develop are hazardous and in the long run, the cost to pave should outweigh the continual need to grade the road

Not allowing taxis or other commercial vehicles- -It doesn't improve the park experience to see them. I think the wildlife expeditions type of tours should only be allowed at certain times of the day and be very limited in scope and size.

Extend the bike pathway through this section of the Park- -I would have to say "it's about time". This alone could cut down on a lot of car travel- -what a fun stretch to ride for visitors and locals alike.

Moving the entrance to Moose Wilson road to within the Park but NOT where the entrance is located is a good idea to prevent people without Park passes from using the road as a free ride.

Topic Question 2:

Relocating the park entrance to a newly created four way- -entering the Park is already a slow process.

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There are rarely pass holder entrance lanes available and tourists spend too much time asking questions of the gate personnel. If it is where the Moose Wilson road is to be diverted, then that would slow things down even more.

Limiting the number of cars on the Moose Wilson road- -I would think this is going to be a vast waste of Park personnel, time, and expenditures. The need for this is very small. Make the road better, add a bike path and don't allow commercial traffic and a lot of the issues will be resolved.

One way travel at peak periods- -this is unpredictable and another poor use of Park budget money. The road gets congested occasionally because of it's poor condition, narrow width and lack of pull outs.

The three concepts addressed above should be "back burner" options if the realignment, paving, bike path, parking areas do not sufficiently reduce congestion. There is congestion throughout all of the Parks in the summer but that's the reality of summer in Jackson Hole. I think lining people up with reservations, one way traffic, etc is going to create more of a mess.

Topic Question 3:

I think there are good aspects of all of the plans except for number one. Number one makes no sense because something needs to be done to a very popular stretch of the Park. I think an ultimate plan that combines aspects from the other three ideas is best.

Topic Question 4:

Keep the road open- -it's a highlight for many. Nothing has been done to improve it over the years, so of course there are problems- -it's antiquated. Making it a better road and rerouting it to allow for pullouts and smoother travel will help immensely with what is really just occasional congestion.

Comments: I have been a Jackson homeowner and resident since 1985. I travel the Moose Wilson road through the Park a couple of times a year. The biggest problem with it is the fact that it's been ignored by the Park for so long. It's popular for a reason and the Park should do what it can to make it a safe route to travel for everyone. Restrictions to its use should be a last resort.

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Topic Question 1:

In my opinion, the best alternatives are plans A (no changes) or D.

The rustic nature of the road should be maintained, especially the unpaved portion at the southern end. If anything, I would consider converting the entire road to gravel. This might limit the number of vehicles, or at least decrease speeds in the area.

Increased parking areas would be welcome. Plan D's multi-use pathway would seem favorable to those seeking non-motorized access, without significantly affecting motor travel.

Limiting the number of vehicles entering the area would allow for traffic control, without prohibiting travel. This would seem acceptable if traffic control is a major issue.

Topic Question 2:

I think that plans that prohibit two-way motor vehicle travel during any day/time periods are prohibitive to visitation of the park by people staying in the Teton Village area. Having stayed in Teton Village several times, the Moose-Wilson Road was our primary route for entrance to the park. Removing this option, for example by limiting the road use to one-way traffic or for bicycles only, would significantly impact these visitors in a negative way.

Plans B & C appear to have these restrictions

Topic Question 3:

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Could you consider charging an additional fee for using this area (annual pass holders would be exempt)? This might control visitation in the area by discouraging "casual" visitors, while generating some additional revenue for maintaining and servicing this particular area. It could be simply a fee for motor vehicles (e.g. \$2-\$5); pedestrians and non-motorized vehicles could also be exempt. This might require an entrance station at the north end of the road (as in some of the plans), or you could try just charging it for those passing through the south station.

Another possibility would be to offer a shuttle bus for people who are visiting and/or utilizing the area. For example, those who are hiking the Death Canyon trail could park at the main Visitor Center and ride the shuttle to the trailhead. This would remove some vehicle traffic. Personal vehicle traffic could still be allowed (which would not affect through traffic). Having visited Zion N.P. before and after implementation of the shuttle buses, I find using the shuttle buses convenient and less stressful. Zion isn't a perfect analogy, but it has some similarities.

Comments:

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Topic Question 1:
See only comment below

Topic Question 2:
See only comment below

Topic Question 3:
See only comment below

Topic Question 4:
See only comment below

Comments: As a former White Grass Ranch guest in the 1950s and then a wrangler in the early 1960s, but also a climber and hiker who has spent a lot of time in the Open/Death/Stewart/Avalanche Canyon areas, I'd like to endorse the Death Canyon/White Grass portion of Plan D. The Tetons are inescapably big, and despite the abrupt verticality of the east side of the range, the approaches are necessarily lengthy. Moving the Death Canyon trailhead farther east as in either Plans B or C would add either 0.4 or 1.0 miles to the approach. While this is not much for campers intending to overnight in the range, it is a considerable burden- -0.8 or 2.0 miles roundtrip- -to anyone trying to do an already challenging one-day hike or climb.

Last time I was there, two years ago, the road from the fork of the Death Canyon and White Grass roads was obviously in need of improvement. And finding a parking place near the trailhead reminded me of when gambling was still practiced in Jackson.

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Topic Question 1:

Bike access; slower speed limits. The entire bike ecosystem in the park is becoming a wonderful thing. We live in the summers in the park and love the bike paths. Having a couple of days (maybe the weekends) just for bikes is a great idea. Some people live there, and maybe there could be some car access for a few hours in the early morning or evening on the weekend. In many other parks, like the Rockbridge parkway in DC, access only to bikes on weekends is a blessing.

Topic Question 2:

I liked D, until I saw the "reservation system." That is government bureaucracy at its finest. People go to the Laurence Rockefeller Preserve on a whim, not by reservation. We have a house in the park and often go to the Preserve on a moment's notice, or decide which hiking trail to take on the way to Moose. A reservation system is against the entire idea of the park, that it is open to wandering and going where one wants without government intervention. Though, having a park pass is a good idea. There is currently no gate on the North side. Slower speed limits are good. Bike access is great. Thus, if you are stuck on having reservations, C is better.

Topic Question 3:

Just more bike access; slower speed limits; a gate on the North side; and NO RESERVATIONS.

Topic Question 4:

The road should be an access to the park - - to hiking, the Rockefeller Preserve, etc. It should not be a throughway to the ski resort.

Comments:

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Topic Question 1:

I did like the idea to add intervals between vehicle entrances, I LOVE the multiuse path Idea, and I like the idea not to change the road itself.

Topic Question 2:

I think that limiting traffic to go halfway in the the parking lot and forced to turn back would only create mor traffic driving the wrong way around to the other entrance of the road, and tehereby dioubling traffic on the mosse wilson road (I know I would go in both ends and turn around).

Topic Question 3:

One of my key elements to my vacation to YNP/GTNP every summer is a drive down this road looking for wildlife, one of the worst downfalls of this is the crazy drivers, and bad traffic. Motorhomes tend to clog the place up pretty good even though they are not suggested (permitted?) there.

My strategy: Improve the road to be the same width start to finish, add barricaded sharp turns at each end to physically limit vehicle length (NO OPTION to enter if your vehicle is too big), and turn it into a one way road, why not increase tourism to jackson by creating a loop trip (jackson tourism council would probably make regular donations for this!)? I would add multi use pathways that are closer to nature, and a bit from the road (within shouting distance though-to attract people to bike/walk the corridor and get closer to nature, while reducing traffic) and would allow for half of the roadway to be used for parking, and every so often would have pullouts (no parking,) on the other half to allow for passing.

Topic Question 4:

Dont ruin this DRIVE, it is what makes people learn to love nature, and want to preserve it, if its not worth seeing nature, they wont care to preserve it.

I wouldnt be opposed to a standard wait time to be able to enter (no matter when you show up or how big the line is, you must wait 20 minutes to enter. I would be sure that it is where I want to go before waiting that long.) This should only be used with extremely judiciously though, why play games?

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 19

Author Information

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Correspondence Information

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Date Sent: 08/19/2014 Date Received: 08/19/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Question 1:

I like a mix of several of the strategies. Here are the parts of the suggestions I think should be part of the final plan.

Traffic/Roads:

- I agree with using the White Grass road as the access road for Death Canyon Trailhead (Alternative D). The current access road to Death Canyon is awful, but this does not seem to be a limiting factor in the volume of traffic on the road.
- I think the re-alignment of the road (including moving the north end of the road to inside the Moose entrance station - Alternative B) is a good idea.
- The same can be said of the unpaved section- due to the popularity of the road, why leave it unpaved? It does not seem to limit traffic. We should pave the unpaved section of the road.
- Viewing areas/turnouts are a good idea, they seem to concentrate visitor stops and currently work very well on the Inner Park Road.

The reasons I support these options is that I think they will continue to let people enjoy the corridor while improving the flow of traffic and access to existing areas.

Commercial Activity:

As listed in multiple plans, I think that commercial vehicles and taxis should be prohibited from using the road. Small wildlife viewing tours with permits should be allowed, but should be restricted where they can park due to the width of the road (turnouts only). I like the idea of all the non-motorized tours, painting

courses, etc as long as they do not affect the traffic (i.e. bikes blocking the whole lane for the entirety of their trip preventing cars from passing).

Pathway:

I like the idea of a Pathway, people really enjoy the one to Jenny Lake. I think it is essential that the pathway does not create too much habitat alteration/destruction though. One of the reasons it works so well from Moose to Jenny Lake is that it is going through open sagebrush plains parallel to the road. If too many trees or terrain alterations have to be made, it will be very expensive and hurt the character of the park. If done with these considerations in mind, I think it will add to the experience for many visitors.

Topic Question 2:

Here are aspects of the plans that I feel should not be implemented.

Traffic:

I feel that arbitrarily limiting the traffic usage of the road on certain days/certain hours is confusing and does not benefit the majority of Park visitors. In the same way, reservations are cumbersome and limiting as well. I think going this route will anger more visitors with unnecessary regulation rather than it will improve people's overall experience. As someone who lives in the park, the Moose-Wilson Road is useful to get to other parts of the county as well (such as Teton Village) without wasting time and gas going around through Jackson. It seems to be an important corridor for guests staying in Teton Village in the summer to access the park as well. Closing any section of the road would damage the economy of Teton Village and the area as a whole.

Entrance Stations:

While I feel it is important to collect entrance fees from visitors accessing the road from the north side, I feel it is easier and has less impact to move the road behind the existing Moose entrance station than to build an additional station. It seems a waste of resources and more expensive in the long term. It will also cut down congestion in Moose if people heading northbound do not have to go through a second entrance station.

Topic Question 4:

Obviously human/wildlife conflicts are a potential issue. I think that wildlife closures in the past have been valid and we should continue to have them when necessary.

Comments: Thanks for considering my thoughts.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 20

Author Information

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Notes:

Correspondence Text

Topic Question 1:
Strategy D. It seems to be the most versatile in keeping old with new for the sake a diversified experience for several groups.

Topic Question 2:
Strategy A. Too much road/path in a naturally diverse area would detract from this historical corridor.

Topic Question 3:
Roads and paths AND migration corridors to not be inhibited with modern roadway details, ie - guardrails, blacktop etc. The multiuse pathway be constructed so that slower speeds for bikes avoid any conflicts with walkers and hikers AND animals. Also on the multi-use path and road, it would nice to have a surface not blacktop that accommodates the look and feel of the area but allows access to all. A brick road might be an answer. There should be no access on this path/roads during any migration periods, snow or no snow.

Topic Question 4:
Animals need to be first but this is a historic corridor that should be preserved for the use of all.

Comments: Thanks for your work to preserve such a great part of GTNP.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 21

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Correspondence Text

Topic Question 1:
Strategy four to leave the road as it is!

Topic Question 2:
To restrict access to the road in any way. I have lived here for over forty years and have seen the traffic increase with minimal additional impact to the environment. This road allows people to get closer to wetland activity then on any other road. Which allows people to be aware and self educate about wetlands and how important they are to our ecosystem. If a bike/ pedestrian trail was created it would allow for education through interpretive signage.

Topic Question 3:
To leave the road as it is with minimal realigning and add a bike/pedestrian path

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 22

Author Information

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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:

separate bike path from roadway to allow family biking opportunity. pave dirt section to alleviate dusty, potholed, and dustguard poisoned roadbed that would adversely affect any adjacent bike path. plow the northern part of the road to white grass road intersection in winter to allow access to popular backcountry skiing. fix existing roadbed without any realignment. viewing the wildlife is the highlight for tourists why steer them away. provide enough turnouts to encourage visitors to get out of their cars and walk a bit on the pathway. I could back the closing of the road for 2 days a week or at certain times during the day especially if paving of dirt section or bike path is not done. reservations for horse use in the granite area should be implemented to get a handle on this ever increasing use.

Topic Question 2:

reservations for travel on the mw road will be a costly nightmare. road realignment is unnecessary and expensive. leaving things the way they are now on the mw corridor is not a viable option. it is kicking the can down the road.

Topic Question 3:

what about closing the road everyday during certain hours, say, 7am-9am and 1pm-3pm. just close gates on either end. if you are parked along the road plan to work around the closure or get stuck on the inside of closed gate.

Topic Question 4:

we need to mix and match the ideas in alternatives abcd. their is no rhyme or reason to the way the strategies are grouped within the alternatives. the commercial sight seeing outfits cause more congestion

than they are worth. how about a park sponsored tour during the daily morning closure (7am-9am) for wildlife viewing and ranger rap.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 23

Author Information

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Correspondence Text

Topic Question 1:

Need to pave unpaved sections of Moose-Wilson to minimize air particulates.

Provide ITS devices to inform motorists in strategic locations outside the park to give motorists the opportunity to adjust their travel plans utilizing the existing infrastructure in place, such as turnouts, driveways, parking lots,... that have minimal roadway improvement costs. Also consider other technologies such as local radio, email, hotlines, website, apps.....Strategic locations would be on 89 N&S, Moose, Wilson, WYO 22 E&W, WYO 390 @ Alpines, leaving Teton Village...

Toll gates on either end of corridor to manage the number of individuals entering and exiting. Don't use vehicles per hour as indicator, as there are many other various modes of travel such as hiking, biking, horseback. The common denominator is the number of individuals.

Create multiuse pathways for all nonmotorized users bikers, hikers, and horseback.

Topic Question 2:

Reduced speed limits will not work unless there is increased enforcement.

Topic Question 3:

Close off middle section of corridor to all modes year round, to preserve the natural integrity and minimize wildlife interactions in the area. between Death Canyon and Sawmill ponds.

Create a one-way couplet between Death Canyon and Sawmill Ponds, utilizing existing alignment as the

Southbound one-way and the proposed realignment as the Northbound one-way where wildlife interactions would in theory only interact with one direction at a time. At certain times of the year two-way traffic can be placed on either road for incident management, such as, wildlife jams, repairs/maintenance.....

Turn entire existing corridor into multiuse pathway for only nonmotorized use, eliminate vehicle use.

Topic Question 4:

Study did not address unintended impacts occurring outside the park limits, such as parking of horse trailers on county and private roads south of the Granite Canyon entrance.

Reducing the demand in the corridor, will in turn increase it elsewhere.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 24

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Correspondence Text

Topic Question 1:

Alternative A(do nothing) and Alternative C ... The construction peak period and visitor peak periods seem to coincide around here making for a lot of aggravation. Road Realignment seems like an innocuous term but I think it will be like most projects ... Take twice as long and cost twice as much.

Topic Question 3:

Pave the dirt section, construct larger pullout areas especially near the moose munch area , strategically place "no stopping" signs and consider a multiuser pathway if it can be done simultaneous with the use of the main road.

Topic Question 4:

If you are going to go with any strategy which creates queues or in any way precludes use of the road as a thoroughfare, then you need real time signage at the airport explaining the road situation. TV and nearby residents frequently use the road to go to and from the airport.

Comments: I frequently use Moose-Wilson to ride my road bike. It's one of the only ways to do a loop ride. I am also a runner and mountain biker. As much as I would love a paved multi-use pathway, I think it should be secondary to paving the dirt section

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 25

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Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 2:

Restricting vehicle traffic would be a terrible idea. What about the L. Rockefeller Reserve that has a trail going up to Phelps Lake? Has any thought been given to the impact closing this road to vehicle traffic for two days would have on this park of the park? Also, having a reservation system for use of the road is a terrible idea, further restricting how and when people can get to the Reserve.

Topic Question 3:

I didn't see this in the story, but I believe thought should be given to basically leaving the road as it is, perhaps with some small amount of widening and paving the un-paved portions of the road. Other than that, leave it as it is.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 26

Author Information

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Correspondence Text

Topic Question 1:

I think Plan D is best. We need to separate bikes and cars for safety reasons. A separate bike/pedestrian path will encourage more bikers/walkers and fewer cars. The reservation system for cars will work effectively without putting the ranger at the gate at risk of abuse from angry drivers and will control the bumper-to-bumper car traffic. Keeping most that road unpaved is essential in controlling speeding and unsafe passing of vehicles.

Topic Question 2:

Allowing bikers and vehicles to share is not working. Paving or widening the road will only increase vehicle traffic. One concern I have is allowing shuttle service - the commercial boat tour companies would consider this a great shortcut to the river and increase vehicle traffic and speeding - please exclude them under the shuttle service allowance. Also, more road alignment and construction will disrupt the wildlife so that should be kept at a minimum (which made me consider Alternative C (road closed to cars 2 days/week) but that wouldn't be fair to people who can't be here on those 2 days).

Topic Question 4:

Thanks for allowing public input. This is a critical decision in protecting that precious area from over use of vehicles and protecting the wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 27

Author Information

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Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

None of the options as drafted really address the current problems. GTNP has continued to see increased visitor count over the years but has not increased the infrastructure to keep up with the demand. A prime example is creation of the LSR with such limited parking. I hiked around Phelps lake last weekend and saw almost no one else on the trail even though there was more than a 30 minute wait to get a parking spot. The LSR could easily triple the parking capacity with no significant impact on visitor enjoyment or impact to the environment. The park should work to open up new areas for visitor access since visitor counts will only increase in the future and no one should be excluded from being able to enjoy our national parks. Improvements to the moose-Wilson road without restricting access is the only solution that makes sense but is not among the four options the park is considering. Why invest in road improvements only to limit use of these improvements?

Topic Question 2:

See 1

Topic Question 3:

See 1

Topic Question 4:

See 1

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 28

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/21/2014 Date Received: 08/21/2014
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Notes:

Correspondence Text

Topic Question 1:

I think the road should stay basically as it is . I have lived here for 35 years and am a tour guide in the park and travel it frequently,at least once a week in the summer. The road is a treasure,a chance to slow down, roll down the windows,look in the forest for wildlife. The visitors on my tour love the road until the pavement ends.The bumps can be painful for some people . People must go slow, it is a chance for people to go slow that are used to racing around on freeways, the visitors on my tour find it peaceful and I love this part of the tour to slow down and look for animals in the forest. For alot of people who cannot hike, this is really special for them to go slow through the forest. Straightening the road will increase speed and danger for animals and people. There are areas that could use a turn out to let people in a hurry go by or to view wildlife, the area around the beavers ponds is narrow and could use a pull-out area south of the ponds, maybe trails so people aren't walking on the road. speed limit signs and enforcement.I really think the money would be well spent in paving the rest of the road from the Rockefeller Ranch to the south entrance .When there are bears eating the berries in the fall let them have every other day off from traffic (or days or weeks) so they have a chance to get their berries they need so badly before hibernation.Also for their safety and the residents near by so they aren't looking for food elsewhere because of pressure from traffic and people.

Topic Question 2:

straightening the road, would make it more dangerous, needing to crawl around that road keeps it safe...some of the curves could use more visibility....

Topic Question 3:

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

perhaps make the road one way , going south from 10 pm until 4 am then make it only north from 4 am to 7 am....two way the rest of the time...just a thought.Please , never put any lights on the road or hideous speed bumps, we have lived with that bumpy road long enough...thank you.

Topic Question 4:

pave the rest of the road, let the bears have the road in the fall when they need to add weight and need the berries, maybe every other day close the road when the berries are ripe for a few days or a week....Another thing, I would hate to see trees and vegetation torn up for a newer and faster road. Still keep it limited to no trailer traffic as it has been and weight and width limits...

Comments: It is a beautiful road, just needs to be paved on the south end and a few pullouts for wildlife viewing and for people to pass safely.... and blind curves cleaned up a bit. Straightening it out or doing anything to make it faster is a bad idea. Also, in the fall, let the bears have the road to themselves for a week while the berries are at their ripest...I don't know anyone who has a problem with this. Also, please no street lights or improvements that would encourage more traffic ... keep it quiet and slow.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 29

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/22/2014 Date Received: 08/22/2014
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Notes:

Correspondence Text

Topic Question 1:
keep road the same, create multi use bike and pedestrian path.

Topic Question 2:
Closure is wrong because it causes an imbalance of traffic flow, idling lines and erratic visitor experiences causing huge negative impacts environmentally and to the visitor experience
Other alternatives are costly to the NPS in the long run - without providing multimodal transportation gives the NPS more management options for diffusing traffic in order to preserve the park
Without a pathway, the visitor will be in danger
Wildlife and pathways are proven to work well together

Topic Question 4:
Thank you for all your work! We are so excited about the idea of a bike path. More people will bike instead of drive!

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 30

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Correspondence Text

Topic Question 1:

ALTERNATIVE D! Best for the environment
Best for the visitor experience
Best for keeping the same Character of the road - SLOW, NARROW
Best for reducing traffic - encouraging active transportation that doesn't involve a car
Best for getting people out of their cars and experiencing the environment responsibly

Topic Question 2:

ALTERNATIVES A, B AND C! Closure is wrong because it causes an imbalance of traffic flow, idling lines and erratic visitor experiences causing huge negative impacts environmentally and to the visitor experience
Other alternatives are costly to the NPS in the long run - without providing multimodal transportation gives the NPS more management options for diffusing traffic in order to preserve the park
Without a pathway, the visitor will be in danger
Wildlife and pathways are proven to work well together

Topic Question 4:

Keep the road the same narrow, slow, rural character
Too much traffic is bad because it detracts from the historical, cultural, resource values
Bikes, transit and pedestrians reduce traffic
Use technology, transit and pathways to reduce cars while enabling quality visitor experiences
Peak traffic is reduced by transit, pathways and technology

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 31**

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Notes:

Correspondence Text

Topic Question 1:
Alternative D Excellent comprise of ideas

Topic Question 2:
N/A

Topic Question 3:
No. I like your proposal.

Topic Question 4:
None

Comments: Alternative D is a great idea that represents a lot of hard work and thought. Good luck.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 32

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

I regularly bicycle through the Moose-Wilson corridor from my home to Jenny Lake and back and have had many near misses with cars off the bike path and both damage to my road bike on the unimproved section including several near crashes due to the unstable and extremely variable road surface. Since I live just off Moose Wilson Road myself I also drive it several times a week (usually both coming and going) when it's open to access anything north of Teton Village. I believe ALTERNATIVE "D" would be level of magnitude improvement in public safety, particularly for cyclists and pedestrians. By removing everything except vehicle traffic and then improving parking access along the road it should greatly improve the safety and efficiency of vehicle use as well. Last but not least, I have used the Death Canyon trail head multiple times myself including just a few weeks ago during a through hike from the top of the Tram at the resort, to Marion Lake then camping on Death Canyon Shelf and down Death Canyon the following day. I can assure you by the time I reached the trail head I was dead dog tired and to have to walk another mile or two along that road before reaching my car (even though essentially flat) would have been a really painful experience (Death Canyon is NO JOKE, lol). The road to the trail head is definitely in need of improvement and there's never enough parking anywhere near the trail head. That's why I am in favor of Alternative D and am in fact extremely excited that the Park Service has proposed that as one of the possible solutions to improve the experience of everyone using the Moose Wilson corridor.

Topic Question 2:

First off, we know there's a problem otherwise we wouldn't be considering improvements so option A is a bad idea. As I already stated for non vehicle traffic it's extremely dangerous (I ride it all the time, I know) and mixing pedestrian/bicycle traffic with vehicle traffic is always a dangerous proposition compounded by the fact that drivers are watching wildlife and not other drivers/riders/pedestrians on an extremely

narrow road with very little roadside parking. Alternative B doesn't address that problem at all and C reduces bicycle access to two days a week (what days would those be?) and vehicle traffic to 5 days a week which would greatly limit access for both users including hikers vehicle access to trail heads when the whole problem we're having is due to increased demand across the board. Reducing access will only exacerbate the primary problem you're trying to solve. I also see nightmare management scenarios for alternative C as a practical matter.

Topic Question 3:

I think the traffic volume Northbound from the Granite Canyon entrance station is already regulated by simply having to transit the station itself. By creating another station Southbound at the entrance in Moose would do the same thing Southbound. I honestly think that's all that would need to be done. If you have a lot of vehicle traffic during peak periods you'd have a line waiting to transit (as you do Northbound right now) if not, no line. It's self regulating.

Topic Question 4:

I think that's it. Again, as someone who uses the Moose-Wilson corridor continuously when open both on bicycle, on foot, by vehicle and via trailheads (as well as on skis in the winter) I am very excited about the prospect of safe transit on my bike as well as better and safer access by vehicle and improved access to the Death Canyon trailhead =)

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 33

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Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Plan D please as inclusion of bike path is important to me and I like the relocation of road to benefit wildlife.

Topic Question 2:
Failure to keep traditional character of road.

Topic Question 3:
Not that I can think of.

Topic Question 4:
Thanks for listening.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 34**

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/22/2014 Date Received: 08/22/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I believe that the bike path is the best alternative because it encourages physical activity and fitness and because the people who are currently biking the road are at risk, especially due to increased traffic.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 35

Author Information

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Correspondence Text

Topic Question 1:

Primarily, as a 77 year-old goddaughter of Mardy Murie, who has always lived, across from the Aspens on 390, and counted on M-W Road as THE one escape route for geological process such as the flood and earthquake faultline possibilities, which Dr. John David Love, Ph.D. explained to us several times from our house, (unless of course the NEPA planned 'north bridge' comes to fruition). Two-lane traffic, less paving and improvement will slow it all down.
Ranger law-enforcement is terrific! No Park Funding on changes. Great acoustics now. Widen the ditch bridges about a foot or two.

Topic Question 2:

Paving, replacing potholes, dust or mud revision, instead of speed-bumps, would waste finances and also would all allow speeders to endanger themselves and animals. In fact any upgrade of this road would increase danger. If you need to save money close it in the winter. No cyclist or walking pathways needed to bring unprotected tourists in among the bears or moose during berry-season without a vehicle to shelter them. No limiting numbers of vehicles, barring at certain hours/days or times/ no realignment, no closing sections.

Topic Question 3:

Replace and multiply pullouts so the traffic has more choices, it keeps tempers and panic down. Radar to enforce speed limits.

Topic Question 4:

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

A sign board at both entrances giving rules: do not leave your car, etc.

Comments:

Thank you very much for allowing us to comment on a subject of so much care and concern to

Yours faithfully,

Mary Louise McGraw Breitenbach, M.Ed.,MAC, WLPC; WLAT;

NCAC II; DOT/SAP.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 36**

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/22/2014 Date Received: 08/22/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Plan D b/c it brings together a variety of ways to solve the problems that are current on the M/W road while still allowing access to a variety of people to use the park

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 37

Author Information

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Topic Question 1:
I believe a simple pathway as adjacent to the current road should be built, with bike and pedestrian access.

Topic Question 2:
None- see above- keep it simple

Topic Question 3:
See above

Topic Question 4:
Keep it simple!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 38

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/23/2014 Date Received: 08/23/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Alternative D because non motorized access to the park will reduce the negative effects of motor vehicles.
Yet it preserves the low speed winding back entrance to Grand Teton.

Topic Question 2:
Any option that does not improve bicycle, pedestrian or transit access to and through the park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 39

Author Information

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Notes:

Correspondence Text

Topic Question 1:

I think realigning the north portion of the road to create the 4-way intersection INSIDE the park is the best idea of all. It promotes the notion that this corridor is a 'park' road - not a public thoroughfare. And for northbound travelers you don't have to sit in two lines to get into GTNP.

Topic Question 2:

The separate bicycle pathway is not necessary - as long as the vehicle traffic is better regulated.

Topic Question 3:

Implement a slower speed limit - 10-15 mph on the entire road. This would make it a bit safer for bicycles.

Create traffic calming zones (at granite trailhead parking, LSR and Death Canyon intersections and Sawmill ponds parking) using two elements - stops signs at each location and a narrow(er) roadway creating one way at a time traffic for 50-100 yards. This would allow visitors time to read directional signs, choose to park and/or take the alternate roads without being honked at by those just trying to get through.

Topic Question 4:

It seems that the park could offer an alternative route along the southern edge of the park boundary (along Range Road and the current dirt road extension) and an additional easement southbound from the airport to allow for the town/county/WYDOT to construct a 'northern' bridge over the snake with easy access to the airport and northbound 89.

Comments: We have been visiting GTNP for nearly 20 years on an annual basis and moved here over a

year ago. We've generally avoided the moose-wilson corridor because of the through traffic and the almost constant pressure to 'move along' by those using this as an alternative path to/from Moose and parks north.

While this corridor shortens the trip from Teton Village to Moose by 17 miles, the longer trip through the town takes only about 15 minutes more due to the higher speeds allowed on the public roads.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 40

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I like alternative D. I myself am a huge road biker. To be able to SAFELY ride 34 miles from the town of Jackson, through GTNP, past Teton Village and back to town on a bike path would be wonderful. I also believe this path would benefit tourism as well. Let's let Jackson Hole be known for awesome safe paths with a view for biking and walking. Bikes or peds will have much less impact on wildlife. What would be better - 25 cars pulled over to see the moose, or 50 bikes! Having a safe option to ride to the Preserve is also very appealing and the parking there is not good.

Topic Question 2:

Economically I think it would be a disaster to close the road, or make it one way. If I was a tourist and pulled up to the closed end, I would not be very happy. By road closures, I am guessing this would be a nightmare for the Park Service and staff. Plus Moose/Village road is a nice scenic alternative for locals who are in the park and live south or west of town. I enjoying have the option, especially in the evening. I'd rather drive slow, look for animals then deal with traffic heading into town on the highway.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 41

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
D.

Reduce congestion. Provide access to alternative forms of transportation. We need to stop being so dependent and focused on vehicular use.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 42

Author Information

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I wish I had more time to fill this form out more comprehensively.

Alternative D makes the most sense as it balances everything yet improves on the existing. Alternative D is safer, good for the environment and gives the visitor the experience they are not only expecting but deserve.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 43

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Notes:

Correspondence Text

Topic Question 1:

I think I would favor alternative B. We have traveled to JH each of the past 12 or 13 years, and this is our favorite spot for wildlife photography. I am in favor of paving. We have had rainy weather and the muddy run was less than ideal. More parking area would be a positive improvement.

Topic Question 2:

I do like that alternative D focuses on visitors, but I'm afraid that it would attract so many visitors that it would discourage wildlife from "hanging out" there!

Topic Question 3:

I'm not sure if there is a posted speed limit on the road. It needs to be very visible and enforced.

Topic Question 4:

I have always felt sorry for residents traveling that road who have to wait for people blocking the road to view wildlife. They deserve priority planning to us visitors. They seem much more patient than the residents here in the Northeast!

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 44

Author Information

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Notes:

Correspondence Text

Topic Question 1:

Alternative D, I believe this option would be best for the environment, continuing to provide access to key trail heads, and making a safer user experience for bicyclists.

Topic Question 2:

Alternatives A,B,and C, I believe that they will not solve all of the issues with the Moose Wilson road and that Alternative D is the most comprehensive solution.

Topic Question 4:

I personally enjoy riding my bike to trailheads in the park and then hiking and would be more inclined to do this if there was a safe separated use pathway like the one to Bradley Taggart and Jenny Lake. I also believe moving the entrance beyond the pay guard station will deter short cutting from the airport to Teton Village and the Aspens.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 45**

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Plan D I feel is best as it seems the best for the tourists, the wildlife and for people to be safely out of their cars.

Topic Question 2:
The plans with all the access controls sounds far too complicated for people to know when and where they can go and too complicated to manage.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 46

Author Information

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Date Sent: 08/23/2014 Date Received: 08/23/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

My suggestion is that the road should be left basically as it is. My reason is that the road has been this way for quite a long period of time and is very acceptable (Don't fix something that is not broken). I think the other alternatives are too complicated and add additional cost of structuring new roads and monitoring them with new rules and added personnel (ie days the road is open and some days only walker and cyclists can use it). Additionally, I think it is very important, even though I recognize this is a park road, if there were ever a catastrophic event this road may be one of the only means of escaping the West Bank. It would be nice if the present dirt portion of the road be chip sealed in order to cause less damage to cars from pot holes. A few additional parking spaces at the Granite Canyon trail head would be a nice improvement.

Topic Question 2:

Adding alternating days for auto direction does not improve the situation, it only makes the issue more complicated. The same is true for having the road open some days just for cyclists and pedestrians. We have wonderful bike paths and trails throughout the park and we don't need to change this wonderful area to accommodate walkers and cyclists. They can use the corridor, as they have for years, to walk and cycle.

Topic Question 4:

chip seal the portion of the road that is presently only dirt.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 47

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

Correspondence Text

Topic Question 1:
Alternative D

Although more costly, it addresses the bicycle/auto conflict most thoroughly. If no separate bicycle-walking path is built, I would strongly suggest no bicycles at all at any time.

Topic Question 2:
Alternative A

This alternative does nothing to address the bicycle/auto conflict. It also does nothing to discourage the use of the corridor simply for commuting. None of the alternatives seem to address this (see question 3 below).

Topic Question 3:

With regard to discouraging the use of the corridor simply as a commuting route, you may consider abandon it near the Sawmill Ponds and following the bench north to connect with the Teton Park Road near the turnout to the north.

Unless a bicycle path is built, I would disallow their use altogether.

Topic Question 4:

I am wondering why you would not locate the Moose entrance to a location (maybe where the old post office stood) to avoid a second entrance station.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 48

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

We appreciate having the opportunity to share thoughts on the plans for the Moose-Wilson Road...our favorite wild life viewing spot for many years.

1. Appropriately pave the existing road where needed so as to provide safe travel in all weather conditions.
2. Provide (without damaging habitats) safe turn- a- rounds in designated areas.
3. Perhaps add additional parking areas where vehicles can be parked and visitors can walk to secure viewing areas or experience that specific area.
4. If not cost prohibited a small public rest room facility.
5. Allow daily commuters to know ahead of entering the road if there is congestion, problems, etc. so they can seek alternative route to their destination.
6. Past experience...park rangers have been most helpful in directing traffic if needed or sharing relevant information about the viewing of wildlife. Perhaps having a ranger positioned at the beginning of the road at either entrance to answer any questions, point out where wild life is, etc. would be helpful. Having rangers arrive simply when wildlife has been seen and "crowd control" is needed could perhaps be offered on a more scheduled basis. Having said that we are very, very aware of funding/budget challenges in carrying out many initiatives.

Topic Question 2:

1. Do not offer on site (on the road) lectures, informational sessions, etc. Visitors can have this kind of experience at the Murie Center where information abounds.

Topic Question 4:

We will be returning in Sept. for our 13th visit to the Tetons and as always a hi-light of our visit is the Moose-Wilson Rd.

Thank you for all the effort being put into this project to protect a most cherished spot.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 49

Author Information

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

Correspondence Text

Topic Question 1:

The preliminary alternatives contain several strategies that are aimed at managing people. These should be fine tuned, as the protection of the resource can only happen with management of the human element.

1. The Moose- Wilson Corridor should have a defined carrying capacity of cars and the road use should be limited to meet that on a daily basis.
2. Parking areas need to be clearly defined and kept from extension by rocks, or other permanent barriers to protect the surrounding vegetation.
3. Restrooms need to be available at all major trailheads.
4. The speed limit needs to be set at 20 miles per hour for the corridor and enforced.
5. The road should be temporarily closed for grizzly bear activity.
6. The road should be open to cyclists, but made safer by the reduced speed limit, road surface improvement, and being widened in dangerous locals.
7. The road should be improved to meet safety standards for a 20 mile an hour speed limit and pull-outs should be clearly defined and limited from expanding.
8. Areas of high wildlife activity should be avoided, but if a new road section only moves the issue to another area of high wildlife use then other solutions should be found.
9. Parking lots at the Laurance Rockefeller Preserve should remain at the same size level. Parking at the new trailhead in Death Canyon should be limited to 40 cars to reduce impact on that area. Building a new lot at the end of the pavement and rerouting the trail are excellent ideas.
10. Commercial activity should be limited by permit and limited to three trips per day for each company. Guides need training on best practices for viewing wildlife and other issues.
11. Educational use by park partners should also be limited to three vehicles per day per partner. Guides need to be trained.

12. Paving the dirt section will be safer for cyclists and also for cars.
13. Keep winter access as it is now with closed gates and no grooming.
14. Realigning the road so there is one entrance station that catches all the traffic coming from the north allows for better communication to the visitor.

Topic Question 2:

1. Increased development in the winter with grooming is not compatible with wildlife.
2. Building a separate bike trail while lovely, is not necessary if the speed limit is reduced and the road made safer.

Topic Question 3:

1. More details about the possibility of a shuttle system in the future should be built into the final plan.
2. At the two entrances to the corridor (where visitors may have to wait), small interpretive stations should be built to provide information, offer suggestions of alternatives, and provide short programs for waiting visitors.
3. Staffing for monitoring people, corridor changes and wildlife needs to be planned and funded.

Topic Question 4:

The final plan should have some back-up options that allow for changes in the plan based on human response, animal response, and technology. It is hard to predict what may occur in the future that can solve the problems we face now, but we need to build in flexibility while still taking action.

Comments: Good luck!

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 50

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Date Sent: 08/23/2014 Date Received: 08/23/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Option A (no action) is the best of those offered. I urge you to consider the Moose-Wilson Road problem in a context larger than just the land within the boundaries of Grand Teton National Park. In my view, the future of the Moose-Wilson Road is linked inextricably with the question of whether to build a North Bridge leading from the Teton Village area to the Jackson Hole Airport. Restrictions on the use of the Moose-Wilson Road as envisioned in Options B, C and D will inevitably build local political momentum for the construction of a North Bridge and for the expansion of Route 391 into a four-lane highway. To my mind, a North Bridge and a four-lane highway would do much more harm to wildlife and wetlands in our valley than the continuation of unrestricted two-way traffic on the Moose-Wilson road. A North Bridge would also unbalance the economy of the county by marginalizing tourist-centered and other businesses in the Town of Jackson while causing Teton Village to mushroom. It would also stimulate housing and perhaps other kinds of development on the private land immediately south of the southern boundary of the Grand Teton National Park, near the entrance gate along the Moose-Wilson road. I can also foresee the likelihood of increased tourist-season demand for flights in and out of the Jackson Hole Airport, which in turn could increase the pressure for lengthening the runways with the attendant harm to sage grouse and other wildlife.

Topic Question 2:

See above.

Topic Question 3:

If funds are available, I would be open to considering the rerouting of the Moose-Wilson road to the East, starting roughly at the Granite Canyon parking area and continuing nearly to Moose, so that it would go

through the sage brush and away from bear habitat. If there is a political consensus to have a bike path through the Moose-Wilson Corridor, I would want the bike path to run close to the rerouted road in order to leave as much wildlife habitat as possible. I would favor this rerouting ONLY if the rerouted Moose-Wilson Road remains open to two-way traffic every day of the week of the months when the road is open. As stated in answer to question 1, I believe any constriction in the use of the Moose-Wilson road will inevitably increase momentum toward construction of a North Bridge, which I believe would end up damaging the National Park and the whole valley.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 51**

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Option 4! We ride in the Jackson / Tetons every year and have had some close calls in years home by.
Option 4 is the best and safest alternative!!! Please do the right thing and chose option 4. Liv

Topic Question 2:
Options 1-3. Not exceptae

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 52

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/24/2014 Date Received: 08/24/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Plan A is no plan at all and does not address the best interest of the park, the wildlife, or visitors. Elements of plans B, C, and D all have some merit. I like plan B's move of the entrance station to the east of the M/W corridor - it may be even more preferable to move it to near the Dornan's turn-off so all access to the visitor center and M/W is controlled and fees charged. Re-alignment and improved parking is necessary for any workable plan. Congestion alerts are needed in all plans. I like the bicycle only idea for plan C but think that it is unworkable to close the road completely to autos for 2 days every week. Plan D provides the best bicycle solution but would be the most costly and disruptive to the environment. It would not solve the auto congestion problems.

Topic Question 2:

I think the primary focus must be on the environment of the park and preservation of wildlife habitat. Creation of a new bicycle path would be most disruptive for the environment and habitat and without major changes in auto traffic, plan D solves nothing. Complete closure of the road to auto traffic would be nice for bikers but very disruptive for all (the vast majority) other users and solve nothing on days when the road is open for vehicular traffic.

Topic Question 3:

I believe the only workable, environmentally friendly, and cost-effective plan is to move the entrance station and re-align the current congested roadway, add multiple pull-offs, increase/improve parking, and convert the roadway to one-way, multiple-use traffic at a reduced speed limit. This addresses the bicycle/walking needs, the traffic congestion, the risk to humans and wildlife from the current narrow,

congested, and excessive speed of commuter traffic, and would be the most cost-effective and environmentally friendly improvement to accessing this portion of our National Park.

Topic Question 4:

GTNP has the perfect model in the Jenny Lake scenic bypass road that would serve the needs of all constituents well on the M/W corridor.

Don't, under any circumstances listen to or bow to the influences of our un-informed Congressional representatives of the idiots in Cheyenne who would convert this treasure to a state park and destroy the environment.

Comments: Please keep our park safe for the wildlife and accessible to visitors. The purpose of the park is not to provide local commuters with a short-cut to work.

PEPC Project ID: 48252, DocumentID: 60898

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Date Sent: 08/24/2014 Date Received: 08/24/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think that adding a bike lane would improve safety for vehicles and bicycles. More pullouts for wildlife and nature viewing (and also to allow people to pass safely).

Topic Question 2:

I am concerned about establishing a reservation system during peak periods. That may create confusion for visitors, so the implementation would need to be done sensitively.

Topic Question 3:

Limit speed.

Topic Question 4:

I like alternative D, as it seems to engage visitors in the exceptional natural attributes of the area while preserving access.

Comments: This is obviously the result of a lot of work by many people. Thank you for allowing us to participate in the process.

**PEPC Project ID: 48252, DocumentID: 60898
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
D, Most diverse for the public and safest for bikers, walkers.
Topic Question 2:
A, The current road has too much traffic for the road to handle
Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 55

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

Correspondence Text

Topic Question 1:
None. The status quo isn't great. Alternatives B,C & D are worse.

Principal issues are:

1. visitors and residents need certainty of being able to use the road in both directions at all hours. It is an integral part of the region's transportation network.
2. Each of proposals B, C & D seem to include unnecessary expense with limited benefits.
3. Proposals B, C & D are not environmentally sound and will result in greater traffic and pollution in the valley than exists today or is necessary tomorrow.

Topic Question 2:

Any sort of quotas or limitations become problematic. You will be forcing people to travel over 20 miles to the alternative routes, resulting in additional traffic and pollution.

Topic Question 3:

Encouragement of car pooling, particularly at the parking for LSR Center. Relocate the southern part of MW Road out of the woods and in a straighter alignment through the existing sagebrush meadows. (there's an existing dirt road there from the JY Ranch days...) Utilize the existing road for the bike path. Limit use of the bike path to daylight hours. Relocate the Moose fee stations to the east, perhaps even east of the Snake River, obviating the need to relocate Moose Wilson road.

Prompt a discussion by offering NPS cooperation in analyzing a direct connection along the south

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

perimeter of the park towards the airport. While this roadway and bridge would ultimately have to be built by other agencies, it would significantly reduce the demand for traffic in the Moose Wilson corridor.

Topic Question 4:
See below

Comments: Moose Wilson Road

The National Park Service (NPS) proposals regarding Moose Wilson Road are not well-considered and ignore many of the goals of the NPS and the community.

Background:

The Mission Statement of the National Park Service (NPS) calls for the NPS to promote and regulate the use of Federal areas known as national parks, monuments and reservations. It further calls for the NPS 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." A recent handbook of the NPS notes that The National Park Service still strives to meet those original goals, while filling many other roles as well: guardian of our diverse cultural and recreational resources; environmental advocate; world leader in the parks and preservation community; and pioneer in the drive to protect America's open space.

Although it is not in the mission statement, this federal agency presumably also has a goal of being good stewards of our tax money. If the NPS invests or expends its funds wisely, then it can do more to conserve the scenery, take care of the wildlife, and provide for the enjoyment of our parks by our citizens and visitors.

Grand Teton National Park (the Park) is an integral part of the Jackson Hole community. It contains, for example, the Jackson Hole airport, whose terminal was recently expanded and which is the busiest airport in Wyoming. The road networks within the park, including Highway 89, Gross Ventre Road, the Teton Park Road, and, importantly, Moose Wilson Road, are an integral part of the regions transportation infrastructure. The bike paths within the park are appropriately coordinated with the evolving bike paths in the surrounding community. The NPS must continually balance its needs to preserve the wildlife and scenery of the park for future generations with its equal goal to accommodate visitation and enjoyment of the park by existing generations.

To a large extent, the Park relies on the Community and the Community relies upon the Park. The Park receives over 2.5 million visitors per year and employs over 200 people throughout most of the year. While the federal government collects all park fees and then appropriates funds for expenditures, visitor fees effectively fund much of the parks payroll and the maintenance and the conservation of its features. Yet, less than 20% o the visitors stay in the park itself. The vast majority are day-trippers, staying or residing in the surrounding communities, principally the town of Jackson and the West Bank/Teton Village area. Very few accommodations have been added to the Park itself since the Jackson Hole Lodge opened in 1955. Meanwhile, the Parks overall visitor count has more than doubled.

Effectively, the Park relies heavily on the communities to its south to house its visitors. At the same time, the Jackson Hole and Teton Village communities rely upon the Park to be one of the primary attractions of their tourism-based economies. Both the Park and these communities are hurt if the highway connections between them are compromised.

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Moose-Wilson Road is a primary corridor for residents and visitors from the southern community to visit the park. The number of accommodations in Teton Village alone, located at the south entrance to Moose Wilson Road, greatly exceeds the overnight capacity of the entire park.

Despite its serpentine route and partially unpaved surface, Moose Wilson Road has impressive usage statistics; fully one third of visitors to the park from the south (i.e. Jackson/Teton Village) use the south entrance on Moose Wilson Road as opposed to the main park entrance in Moose itself. This is true even in the winter, when both Moose Wilson Road and the Teton Park Road access only winter-use parking areas. Even this one in three proportion is probably undercounted, as visitors accessing Moose Wilson Road from the north are not currently counted.

This road is important. It is probably the most utilized unpaved road in the State of Wyoming. Most other roads with such traffic would have been paved many years ago.

Some Points:

-One of the four proposals is to leave the status quo. If that's the outcome, then the Park is exerting substantial funds and effort for nothing. All three of the other proposals reduce access to the park, which is inconsistent with the NPS goals of providing for enjoyment of the same.

-There is no mention in the report of coordination with the surrounding community, including important partners in the overall transportation infrastructure, such as the Wyoming Department of Transportation, Teton County's Road Department, the Town of Jackson, and the Pathways organization. Changes to Moose Wilson Road will impact each of these and these organizations should be formally included in the planning and implementation of any changes. Closure of the road, for example - whether permanently, on two days of the week or sporadically when quotas are reached - will cause increases in traffic on other roads.

-The Park does not exist in a vacuum. The impact on the surrounding community should be taken into consideration.

-All of the proposals are environmentally foolish. Moose-Wilson Road is itself an inefficient transportation corridor. The proposed changes make it worse, as many visitors and residents on the West Bank will have to drive to the park to find if the car quotas have been exceeded, then drive over 20 miles on the only alternative roads in order to get to where they want to be. This will worsen traffic and pollution. The NPS is supposed to be an environmental advocate.

-There is no mention of car pooling, which is a valid environmental strategy virtually everywhere else.

-Much has changed since the Park was created, while its roadways have not. Wilson and the West Bank now have a significant visitor and residential community. Although not mentioned in the report, this is much of the cause of the increased usage of Moose Wilson Road. None of the proposals attempt to accommodate these visitors and residents. Instead, they are designed to restrict the access of these visitors and residents to the Park, contrary to the NPS Mission Statement.

-The NPS itself helped create this problem through the construction of the Laurence S. Rockefeller Center. The Moose Wilson Road was already overburdened, even before the construction of LSR. This significant addition to the park was built at the approximate center of Moose Wilson Road without any

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improvements to the access road itself. Now, all of the proposals seem to be designed to preserve access to LSR from both directions, but at the detriment of access to other parts of the park, particularly from the south. Thru traffic, from say Teton Village to Jenny Lake, is being sacrificed to accommodate newly created traffic to and from LSR.

-There is no mention in any of the plans of any increase in the parking provided at LSR, although the road would often be blocked at such parking lot. That parking lot is already insufficient in size to the demand. Throughout much of the summer, the NPS employs people just to manage the queue for parking in this limited lot, resulting in idling cars and other cars that then drive further to other park facilities, creating pollution and additional traffic on Moose Wilson Road. The parks goals should be the reverse; to get people off the road and out of their cars. The lot should be expanded in size. Preference should also be given to car pooling, perhaps with specific parking for cars with three or more people. That would encourage groups to come together, reducing traffic and pollution.

-The countys transportation infrastructure is insufficient. Except for the bridge at Moose, accessed via Moose Wilson Road, there is only one highway bridge across the Snake River. That one bridge, on Highway 22, connects the significant residential and visitor population on the West Bank with the town of Jackson. If this road were to be closed by an accident or periodic maintenance, this significant population would have no reasonable access to most of the regions schools and hospitals. Moose Wilson Road is the only viable alternative route, for example, between the ski area and the regions hospital - two institutions that unfortunately have a close and necessary relationship.

-Except for Moose Wilson Road, Teton Village visitors and residents must drive a lengthy and circuitous route to the south to in order to access the numerous attractions to the north. This creates pollution and traffic and has already resulted in significant infrastructure needs along Highway 22 and through Jackson. The NPS proposals will only make this worse. It is nine miles from Teton Village to Moose along Moose Wilson Road. It is 25 miles using the only viable alternative, through Jackson.

Some Suggestions:

-Although not mentioned in the report itself, Proposals B, C & D all seem to have an intent to close the leakage, whereby visitors can drive south on Moose Wilson Road and access some key attractions, including LSR Center, without paying the parks visitor fees. Proposal B achieves this by building a new road and intersection and removing the existing road. Proposal C builds and presumably staffs a new entrance fee station on Moose Wilson Road. Proposal D both relocates the road and builds and presumably staffs a new entrance fee station.

It would be far cheaper to relocate the existing Moose entrance station to the east of the existing Moose Wilson Road. This would have the additional advantage of slowing traffic through the area around the Craig Thomas Discovery and Visitor Center. In fact, maybe the fee station should be on the east side of the Snake River Bridge, thereby also capturing leakage by people accessing the Craig Thomas Center and the river access at Moose without paying the visitor fees. It is not uncommon for the visitor centers at National Parks to be inside of the fee-paying areas. Yellowstone itself is a good example.

-Theres an old landing strip in the sagebrush east of the Sawmill Ponds. Proposals B, C & D call for a new alignment in this area. The sub-base of that old landing strip still exists and could reduce the costs of building the new road.

-There are similar sage brush meadows to the east and south of the LSR Center. A new Moose Wilson

Road through these meadows could be a more effective transportation corridor, extending all the way from the southern park entrance to Moose. Access to LSR could then come from the east instead of the west. The road would be cheaper to improve and maintain in the flat terrain than in the hillside where it now exists and where the proposals have it continuing to exist south of LSR. This alignment is similar to that of the Teton Park Road itself north of Moose and would take traffic away from the more environmentally sensitive area between the mountains and the ponds.

-The existing road could easily become the bike path. The unpaved portions could simply be paved to the width of a bike path. This would be far cheaper, and better, than building a new bike path and removing the existing road.

-The proposals mention several times that the pathway would be within 50 of the edge of Moose-Wilson Road. Perhaps this was an important criteria when the Jennie Lake bike path was built, so it didnt intrude deeper into the parks pristine landscape than the road itself. In this case, however, the roadway right of way exists and its utilization as a bike path would be a significant improvement for the environment and the wildlife. This is not unlike utilization of the Old Pass Road as a bike and hiking route, which only very roughly follows the path of the newer and more efficient roadway.

A bike path is much better with a larger separation from the road, allowing visitors to enjoy the natural beauty and sounds of the park without highway noise and pollution. Again, that is consistent with the goals of the NPS. Tour groups could convert to more environmentally-sound bicycle and electric bike tours, rather than the converted jeeps now used. The disabled could also enjoy the parks pristine environment utilizing the bike path. Bike trails are seldom used in the evenings and perhaps this one should be specifically closed from dusk to dawn, when most animals are more prone to use the area.

-Hikers could still access the Death Canyon trailhead using the bike trail. The parking lot at Death Canyon would become a bike parking lot. The parking at LSR Center should be expanded to allow people to park there to access Death Canyon and other attractions. Administrative vehicles could still use the old road to access the Whitegrass facility and to patrol and maintain the bike path, much as one occasionally encounters administrative vehicles on Old Pass Road.

-The Valley ultimately needs another Snake River highway crossing. The NPS should include in its proposals a longterm plan for a Snake River crossing along the south edge of the park. It is less than three miles in a direct line from the south Moose Wilson entrance to the Jackson Hole airport. It is 13 miles from Teton Village to the airport via Moose Wilson Road and 22 miles via Jackson. A road along the south edge of the Park to the airport would greatly reduce the distance from the airport to Teton Village. The NPS controls the land along about half of this alignment, to the center of the Snake River. Other government agencies control much, although not all, of the remaining distance to the airport. Ultimately, construction of a Teton Village-to-Airport connector would require additional land acquisition on the east side of the river and significant funding for the road and the bridge.

The benefits, however, are incontrovertible. Visitors and residents would have much better access between the airport and the ski area. It would reduce traffic in the Moose Wilson corridor. It would improve utilization of the ski area and accompanying businesses. It would increase the values of real estate in both Teton Village and the areas around the airport. It would reduce the traffic issues in the town of Jackson and make it easier for residents and visitors to access the businesses in town, rather than just passing by them to get to the airport. Finally, it would provide an important alternative to the critical Highway 22 bridge in the event of an accident or closure for maintenance.

Obviously, an airport-to-ski area connection is something that would have to be considered within an overall plan for the regions transportation infrastructure. It is beyond the scope of the study undertaken for Moose Wilson Road and it would require significant funding from other agencies. However, it would be an important improvement to the area and it would reduce pollution and improve the environmental considerations in the park. In that sense, it is consistent with the goals of the NPS. Furthermore, the public reaction to limitations on access to Moose Wilson Road would be much less if there were a viable alternative to Moose via the airport. It would only be slightly further - and probably faster - to get to Moose from Teton Village via the airport rather than via Moose Wilson Road.

The NPS should prompt that discussion today by offering to set aside a 100 transportation corridor along the southern border of the park to the center of the river. It would improve the publics perception of the NPS and its proposals regarding the Moose Wilson Road area.

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PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 56

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Correspondence Text

Topic Question 1:

I have lived in Wilson over 23 years and driven the Moose - Wilson many times to view and photograph wildlife. I drove it today for the first time this year because I'm aware of the increased traffic and the awful potholes the road is known for. I say do nothing to that road and do not pave it ever, it will only increase it's use and require repaving every year at our city tax expense.

There are no longer residences on the road, tourists and wildlife are the only users. Close the road permanently! Give it back to wildlife for their safety. There are lots of roads in the Teton NP for visitors to view and photograph wildlife, let's give the Moose-Wilson road back to the bears, moose, and all the rest of its first inhabitants!

Topic Question 2:

Read my answer to Question 1

Topic Question 3:

Retread my response to Question 1

Topic Question 4:

Use the \$\$\$ to fix and maintain Spring Gulch Rd for those citizens who live on it and pay taxes. visitors aren't paying for our road repairs, Teton County residents are.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 57

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Topic Question 1:

It seems to me that a plan that improves the situation while making as little change as possible is the right thing. You should keep the road true to its slow, narrow character, while enhancing the visitor experience and protecting the environment.

Topic Question 2:

Unwarranted expense is a negative. Costs should be kept reasonable, while accomplishing necessary improvements.

If there is no completed pathway, visitors to the area are put in risky situations.

It seems necessary to keep this area open, as complete closure would affect traffic flow and pleasing visitor experience.

Topic Question 4:

I like Alternative D.

Comments: As a regular, happy visitor to this area for the last 4 years, we have enjoyed this particular area while attending the Grand Teton Music Festival. We liked and want to see the best thing done for the Moose-Wilson Corridor, and Alternative D seems the best for anyone visiting the area. It also seems good for the environment as it would see the road remain slow and narrow and encourage transportation other than motorized vehicles. We have been impressed by the wonderful trail system in the Teton area and this seems a needed and logical one to complete.

Alternative D is a great solution!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 58

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Topic Question 1:

Obviously one single alternative does not incorporate all of the issues we believe are beneficial for the Moose-Wilson Corridor, but a combination of issues from several alternatives.

Traffic Management - Alternative A and B. Alternative Bs action of providing traveler alerts before entrances to inform visitors of traffic congestion, full parking lots, and potential wait times, and give them the opportunity to choose an alternate route before entering the corridor is a good idea. BUT, not at the cost of additional waiting time at the entrance stations.

Currently, we often see waiting times at the Granite Canyon Entrance Station so long that over 30 cars extend past other roadways and blocking motorists attempting to enter the roadway.

We like the idea of having electronic signs prior to the payment window offering information on the road and parking lots capacity. Also, allow cars more room to pull off to pull around the entrance station if they decide not to enter the park due to congestion or closures.

Adding another fee kiosk specifically for motorists with existing passes would also help alleviate congestion at the entrance station.

Alternative A for the rest of the actions. Traffic speeds on the road are adequate, they do not need to be reduced.

Physical Characteristics - Alternative A. Even though paving the existing unpaved section would be

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beneficial, we worry about the additional traffic speeds it would create. The current unpaved road is very effectively in controlling traffic speed through areas where there are several trail crossings.

Road Realignment - Alternative B. Realigning the road at the North end to intersect with the Chapel of Transfiguration makes sense so the park can collect fees from automobiles entering the Moose-Wilson road from the North.

We have no strong opinions on the action to realign the road between the Sawmill Ponds and Death Canyon other than the benefit of additional pullouts and less congestion due to bear sightings in this area.

Turnouts and Parking - Alternative D. The more turnouts the better to help alleviate congestions and motor vehicles stopping in the middle of the road. However, adding additional parking at either end of the road is not desirable. It will only add more people to an already crowded area.

Bicycle Use - Alternative A - As much as we love bicycle pathways, we just dont think this corridor is the right place for them We feel very uncomfortable to have over 3000 trees destroyed in this pristine historical wooded area. With perhaps only 5% o park users potentially using the bicycle paths, we just dont see the benefit.

Bicycle advocates will argue safety and the need to complete their valley loop. To counter this, safety becomes more of an issue with bicyclists in this area with potential wildlife and horseback rider conflicts. This is one unique area of the park where horseback riding is available without other use conflicts such as hikers and bicyclists. It would be a shame to have that historical use destroyed.

Currently, without designated pathways, bicyclists are poaching trails off the road. With pathways, this poaching will become even more prevalent. Bicycling is the least controllable method of transportation existing in the park. Bicyclists will have the tendency to venture off the pathway in to other areas of the park as there are several trails leading away from this corridor into other sensitive areas.

Commercial Activity - Alternative A even though wildlife viewing trips on the road causes additional congestion due to often stopping and driving at extreme slow speeds.

The park has identified multiple goals including Scenery, Cultural History and Resources, Natural Soundscapes and Acoustics, and Visitor Experience. Historical horseback riding in this corridor meets all these goals with better outcomes than any other method of transportation.

Continuing horseback riding in this corridor area is very important. It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

Death Canyon - Preferably Alternative C or, as an alternative choice, Alternative D. The addition of 60 parking lots seems excessive, but we are not sure how how much of an addition over the current capacity this is. It would be nice to know.

Winter Access and Use - Alternative C - We like the road being un-groomed and natural and plowed road ending at Sawmill Ponds rather than Murrie Ranch road access.

Visitor Use and Experience - Alternative C even though we like Alternative A goal to have park staff

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continue to actively manage visitor use and congestion associated with presence of wildlife. Wouldnt mind additional restrooms as described in Alternative D.

Topic Question 2:

Traffic Management - The adaptive Strategy in Alternative B is a horrible idea. It would create more problems than necessary. We do not agree that Moose-Wilson road is used primarily as a way to get to visitor destinations. I would imagine most vehicle traffic is traveling from one end to the other of Moose-Wilson Road. Having the gate will not encourage drivers to only use the road to get to a destination within the corridor, but would instead infuriate those who had planned on driving from one end to the other.

We do not like the Adaptive Strategy in Alternative C . It will potentially cause huge lines at the entrance stations which are already suffering long lines.

We also do not like Alternative C action of closing the road 2 days a week. Travelers cannot plan ahead to know which days they will be able to access this corridor. It needs to be continuously open.

Reservation system as an Adaptive Strategy in Alternative D sounds horrible and implementation would be a nightmare.

Turnouts and Parking - Alternative B action of adding additional parking at either end of the road. It will only add more people to an already crowded area.

Commercial Activity - In all Alternatives B, and C, we are not sure why commercial horseback riding on the Sawmill Ponds trails would be phased out. Is this due to parking spaces? If so, is parking allowed somewhere else?

Why just phase out commercial use rather than other uses? How is commercial use conflicting with the goals for this corridor?

The park stipulates as a goal, "Scenic vistas and features provide visitors with opportunities to view wildlife and be immersed in the intimate natural settings of the corridor which are not diminished by development and continue to foster a sense of discovery." You would think horseback riding would be the perfect choice for immersing visitors in this intimate natural setting.

In addition, the park states, "Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources." If access to these cultural resources that have historical value such as Whitegrass Ranch, Sky Ranch, and Trail Ranch are closed off, how is this goal achievable.

This area has always had a historical use for horseback riding. The community is beginning to feel, the park no longer wishes this use and is slowly taking it away in favor of more bicycle use. Though this may not be the park's intention, through recent changes, it is what the public perceives.

Alternative D. Allowing additional traffic on the road through road-based would seem to exasperate the traffic problem without offering significant enhancements to the public's enjoyment of this corridor.

Death Canyon - Not Alternative B - The parking lot would be too far from current trail access.

Winter Access and Use - Alternative D - Having to create an improved parking area north of Death

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Canyon Road Junction seems excessive to facilitate the unplowed section of Moose-Wilson Road. It seems counter productive in meeting the park's goals for this corridor.

Topic Question 3:

As mentioned earlier, we often see waiting times at the Granite Canyon Entrance Station so long that over 30 cars extend past other roadways and blocking motorists attempting to enter the roadway.

It would be beneficial to add another fee kiosk to allow motorists with existing passes to quickly get through the line (similar to other fee stations in the park). This would help tremendously with the congestion at the South Entrance Station.

Also, allow vehicles who, due to being notified of congestion on the road or closures, to easily turn around and avoid waiting in line.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 59

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Topic Question 1:

Alternative D is best as it gives visitors the option to explore the park by bike or foot, which is a lower impact alternative than forcing everyone into cars, while still enabling visitors to enjoy all that the park has to offer.

Topic Question 2:

All of the other alternatives fail because they either keep people in their cars, or will result in reduced access to the park, neither of which is desirable.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 60

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Correspondence Text

Topic Question 1:
Alternative D

Topic Question 2:
[REDACTED]

Topic Question 4:

I routinely ride my bike on this road. Maintaining a safe and enjoyable way to see the park OUTSIDE of a car is VERY important to me as a local resident.

Comments: Alternative D is terrific because it is:

- Best for the environment
- Best for enhancing visitor experience
- Best for keeping the road SLOW & NARROW
- Best for reducing traffic by encouraging active transportation and traffic flow technology
- Best for safely enjoying the Park on foot or bike

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 61

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Correspondence Text

Topic Question 1:
Continued discussion and address the safety of all concerned. This need to be a long term solution as park travel increases every year.

Topic Question 2:
Don't be swayed by political interests and comments of politicians!

Topic Question 3:
I definitely think we need a seperate path for hikers and cyclists. that is a very dangerous section to get mixed up with the traffic.

Topic Question 4:
Alternative D looks to be the best!

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 62

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Correspondence Text

Topic Question 1:

Alternative D is the only option that will achieve the goal of (a) making the Moose-Wilson Road fully accessible to all in a manner that is safe for park visitors who want to leave their vehicles (b) improving the environmental footprint of the Park by encouraging a reduction in the use of motor vehicles.

Topic Question 2:

Anything less than a dedicated pathway running the full length of the Moose-Wilson Road will fail to achieve what should be the goal of the Park to reduce dependence on motor vehicles in a manner that ensures full accessibility and the public's safety.

Topic Question 3:

No

Topic Question 4:

For me, the construction of a pathway on the Moose-Wilson Road is literally a matter of life and death. Fifteen years ago, my daughter Gabriella, lost her life in Grand Teton National Park because there was no pathway to protect her from the motor vehicles on the road. Bicycling or walking in the park should never be threatened by the use of motor vehicles. Reducing dependence on motor vehicles as a means enjoying the Park, and increasing accessibility for all visitors, should be a fundamental policy goal of Grand Teton and the NPS. Adopting Alternative D and building the Moose-Wilson pathway without delay is one more necessary step toward achieving these goals.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 63

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Correspondence Text

Topic Question 1:
Alternative D is terrific because it is:

- * Best for the environment
- * Best for the visitor experience
- * Best for keeping the same Character of the road - SLOW, NARROW
- * Best for reducing traffic - encouraging active transportation that doesn't involve a car
- * Best for getting people out of their cars and experiencing the environment responsibly

Topic Question 2:
Mainly I want to ensure pedestrian and bike travel are safe and possible.

Comments: Thanks for soliciting public input and keeping biking in mind!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 64

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Correspondence Text

Topic Question 1:

I like D the best - I like the new road segments. I enjoy parking at the existing trailhead location for an easy walk to Phelps Lake overlook. A very good place to take guests. I think rerouting the road near the beaver dam is a good idea. And I think a separate bike path will get lots of use by many visitors and residents, me included. I use the road for winter cross country skiing often and I use the parking areas at both ends of the road in winter. I have always found a parking space, but it does get crowded on weekends.

Topic Question 2:

I am not very happy with the idea of reservations during peak times, and hope that never comes to pass.

Topic Question 3:

how about two roads - one way in opposite directions - for the section around the wetlands?

Topic Question 4:

I like the idea of keeping the feeling of the Moose- Wilson road. It is one of my favorite roads, and the quality of travel on it is like a trip back in time -a winding road, slow going, lots to see. It is disconcerting to meet a car going too fast in the opposite direction.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 65

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Correspondence Text

Topic Question 1:

I support Alternative D in the Moose-Wilson Road scoping project. I have been a resident of Teton County for 25 years and have long awaited this progressive and innovative alternative. A separate pedestrian and cycling pathway that will connect the loop to Jackson will be one of the highlights of our community and offer safe passage for those who wish to enjoy the Park. I applaud the NPS for this wonderful concept and will lend my personal and business support to its rapid adoption.

Topic Question 2:

N/A

Topic Question 3:

N/A

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 66

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/25/2014 Date Received: 08/25/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D will allow bicyclists to enjoy the park in a safe manner while saving fossil fuels. It will allow visitors to bike safely to the Laurence Rockefeller Preserve, which would help alleviate the parking problems there. GTNP should encourage, not discourage, visitors to enjoy the park by bicycle or on foot rather than by vehicle.

Topic Question 2:

Road closures would be confusing and would lead to visitors driving to the road, only to be turned back - a waste of both time and fossil fuels. Road closures would eliminate an alternate route from Moose to Wilson or Jackson should there be a disruption in traffic on Highway 89 (e.g. due to an accident, earthquake or other disaster). The lack of any alternate route could be a safety issue.

Comments: Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 67

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/25/2014 Date Received: 08/25/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

None of these. You have presented "packaged" plans, each of which has some good features and some bad features.

Comments: Some aspects of your plans are good. Some are not. None of the "packaged" plans is completely good. Instead, please consider various aspects separately.

GOOD concepts that I would like to see implemented:

1. Add a paved bike path along the entire road.
2. Pave the road section that is currently not paved.
3. Do not restrict travel in any way.

BAD concepts:

1. Do NOT add an additional entrance station at the Moose end of the road. This idea is even more preposterous than your having added the one at the Teton Village end several years ago. It serves NO purpose whatsoever. You do not collect any additional entrance fees that otherwise would have been missed. The entrance stations should not be used as an information booth - - that's what the Moose Visitor Center is for. And then there's the construction costs and the staffing costs - - all for nothing. Spend your money better elsewhere.
2. Do NOT restrict traffic flow in any way.
 - a) Do NOT close the road on any days.
 - b) Do NOT restrict traffic to any limited number of vehicles
 - c) Do NOT make the road one-way.

Summary:

1. Keep a fully-operational, paved road open at all times, regardless whether it's the current road or a newly-located road.
2. Make a fully operational, paved pathway.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 68

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/25/2014 Date Received: 08/25/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
D is the best strategy. It is the best for the animals and people. It is the safest .

Topic Question 2:
Any strategy but D. it will destroy the park.

Topic Question 3:
I like D

Topic Question 4:
We should implement D ASAP

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 69

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/25/2014 Date Received: 08/25/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Providing a separate bike pathway, balancing resources. I support alternative D.

Topic Question 2:
Focusing on car traffic

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 70

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/25/2014 Date Received: 08/25/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
option c close the road 2 days per week to accommodate bikes and pedestrian traffic. Keep the road as it has been for years and this will not disrupt wildlife migrations.

Topic Question 2:
plan A, B and D are more disruptive to the wildlife

Topic Question 4:
sometimes the worst thing that can occur is changing what has worked for decades. The road has always been a partial dirt road and thus makes traffic slow down to at some times " a crawl" . This only helps wildlife as cars are not speeding through many sections of the moose-wilson road. If the entire stretch is paved or "straightened out" by relocating the road then wildlife will negatively be impacted. This road is a treasure as it is... keep it the same, but limit the days it can be used and enjoyed by residents and tourists alike.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 71

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Alternative D is Best:

Keeps the road's narrow, slow, rural character
Enhances wildlife habitat and connectivity with road realignment
Encourages safe access for cyclists and pedestrians along a separate pathway
Uses current technology, permitted commercial activities and pathways to reduce car traffic, deepen visitor experiences and reduce environmental impacts
The Other Alternatives are Inferior:

Road closures cause an imbalance of traffic flow, idling lines and erratic visitor experiences with negative impacts to the environment and the public
Without a separate pathway, the Moose-Wilson road cannot be enjoyed safely outside of a car

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 72

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Alternative D should be implemented!

- This alternative incorporates the use of a separate pathway. Without a pathway, it is not possible to enjoy the beauty of the area outside of a car. A pathway will encourage users to park and use non-motorized transportation, thus, decreasing congestion on the roadway. Currently, pedestrians or cyclist must traverse the existing narrow road which is very dangerous.

In addition, a pathway segment would tie Moose and the Village together. This would complete a world class pathway system loop, where a pathway user can travel from Jackson north to the park along hwy 89 then return to Jackson via the Moose-Wilson road and Village Pathway. This would be a rare privilege and the attraction to tourist and locals should not be under estimated.

- This alternative keeps the vehicle speeds slow and maintains a narrow road, which helps preserve the rural feel of the area. Slower traffic will decrease wildlife/vehicle accidents.

- This alternative is best for the environment. By routing the new road away from the wetland, less wildlife disturbance will occur.

Comments: Dear Park Service,

Thank you for the opportunity to comment. We live in an amazing place and it is a privilege to be able to comment and be part of the process.

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

Please implement Alternative D which includes a separate pedestrian pathway. Construction of a separate pathway is forward thinking and the pathway will be enjoyed by future generations.

Sincerely,

Michael Piker

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 73**

Author Information

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Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I have read the 4 suggested plans and without question D is best for all users. I live part time in the area.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 74

Author Information

Keep Private: No
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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D is the best. The road realignment is a critical component because it moves the road out of the paths that wildlife use to get water. This alternative maintains the existing character of the road while providing an important separate, but adjacent, safe route for walkers and bicyclists.

Topic Question 2:

I am surprised and dismayed by the notion of intermittent closures of the road to motorists in Plans B and C and the reservation system anticipated in Plan D. While these may look good on paper, they will be an ongoing problem for the Park staff as long as they persist. They may well be enough of a problem to cause attempts at intervention by Wyoming legislators. As a long time student of political science, I am amazed that the Park would seriously consider using so much of its political capital on these options.

Topic Question 3:

No. There are good elements in all the options.

Topic Question 4:

Choose a course which is simple and clear and which does not evoke daily ongoing discontent on the part of both tourist and local park visitors.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 75

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Moose Wilson has had a lot of use. It is a significant part of the Park. The measures outlined in Alt D seem to produce the best outcomes for the park, the wildlife visitors and Jackson residents. It is the most expensive, I hope all will help to see it implemented.

Although, I do not see the need to build another entrance station at the Moose end of the road. OR relocating the existing Moose entrance station.

Topic Question 2:

I was happy to read that the closing of the road was taken off the table. Also making it one way was taken off the table. Thank-you

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 76

Author Information

Keep Private: No
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative A with elements of alternative D included. I have been a heavy user in many capacities of the Moose Wilson Rd over the last 24 years. I believe the best way to control the road is to leave it unpaved and rough. Limiting access through reservations, segment closures, or one way travel is confusing and aggravating to everyone and will do little to protect or preserve wildlife, riparian areas, or the cultural/historic nature of the area. I do believe the road should be re-routed at the ponds, but that it should be designed, surfaced to demand slow speeds. R-v traffic, trailers etc... should continue to be discouraged,

As a cyclist I prefer to ride on the road, traffic is slow enough along the road that I don't worry. However as a family man traveling by bike I would prefer a separate pathway. The road is no place for my six year old or my cruiser with an infant trailer in tow. I think we could encourage bicycle travel as viable alternative along the road with a well designed pathway and no fee for bike/pedestrian travel. Connecting Teton Village to the park via pathway is a no-brainer!

Topic Question 2:

As a professional designer/ planner, I believe the simplest plan is the best. Access to the park should not be rerouted for west bank tourists or residents. Increasing traffic on Spring Gulch or Broadway is not a solution. Therefore reservations, one ways, or segment closures are unrealistic. Frankly the current road seems fine to me. Traffic doesn't seem that bad compared to my first experiences on the road. Keep it bumpy, windy and slow. Post signs that states that traffic frequently stops. Be prepared for delays...

Topic Question 3:

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

The motorized vehicle experience along the road is usually one of frustration due to the sense of constant traffic. However as any cyclist will tell you car traffic forms in "swarms" as one car travels too slow, backing up a few behind before using a turnout to let the rest pass who remain in their cluster at a higher rate of speed until the potholes break them up, or a "moose jam" stop them all at the ponds. The space in between the "swarms" is very peaceful for those of us on our bikes. I would verbally warn drivers to be prepared for slow travel and to use turnouts when traffic forms behind. The ranger in the station can do the best to control the road.

Topic Question 4:

In 1996 I used the Moose Wilson road as a business commuter. Traveling in the early morning to meet my car pool at Dornan's every day, I would frequently travel in great excess of the speed limit. I'm not proud. I was in my twenties and felt too much ownership of the road. It's worth noting that I was frequently passed by other commuters traveling in even greater excess of speed! I am now ashamed of my youthful habits.

That early morning time is essentially free of most tourist vehicles but full of wildlife. I would support simply closing the gate until 8 am. Let the workers, and airport commuters travel the main roads. The rest of the day keep it slow with bumpy, windy dirt roads. I support upgrading the winter usage of the area with groomed nordic track on the road.

Comments: I support keeping the road where it is with a modification at the ponds to avoid traffic jams and the destruction of the riparian areas.

I support keeping the road as it elsewhere, encouraging slow travel, and use of traffic pullouts.

I support a fee-free pathway, removed from the road, connecting Teton Village to Moose. The pathway should be encouraged at Teton Village hotels as a viable alternative for travelers to the park.

I support early morning closures of the road to motorized vehicles to discourage the high speed uses of commuting for work or to the airport. Open the road at 8.

I support a fee station in place for travelers heading south from Moose.

I support the fee station ranger providing important information on how to use the road to reduce impact on wildlife and to keep tempers in check. Like the "announcement" on the tram at Teton Village. It should be short but inform visitors of the sensitivity of the corridor and remind locals that it is not a highway.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 77**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I strongly support alternative D. Bikes and hikers should be encouraged and protected; this is the plan that best accomplishes those objectives.

Topic Question 2:

Closing the road to traffic addresses a problem that does not exist. The slow, scenic wilderness experience the road offers is a key feature of our community. The problem that should be addressed is how to open the experience to hikers and bikes in a safe way.

Topic Question 3:

Alternative D, as presented, would work well.

Topic Question 4:

Safety and access should be priorities. Only alternative D provides those.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 78

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

1. Multiuse pathway
2. Realignment of road southwest of beaver ponds.
3. More roadside parking.
4. Realignment of White Grass Rd.

Opportunity to ride a bike from Teton Village or Dornan's/Moose could help alleviate traffic during peak times. Adequate parking provided at Granite Canyon and Moose entrances for those wishing to bike/run/walk along trail would be great. I don't like reservations; queuing lanes would be preferred, but idling cars could be a problem.

Topic Question 2:

1. Reservation system during peak periods.

Part of the enjoyment of GTNP is the ability to find serendipitous joy. Hard to do when one must plan ahead for a reservation. A late October afternoon might suddenly be a chance to see a black bear feasting on chokecherries, but if I hadn't planned or been able to schedule that time, I might miss out. Queuing might be more frustrating but with adequate parking, one might be convinced that a relatively short bike ride would get one out of the queue and into the park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 79

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Option D - bike path and retina Moose-Wilson road as is.
Best for the environment, for enhancing visitor experience, for allowing wildlife to thrive in this area, for keeping the road SLOW & NARROW
Best for reducing traffic by encouraging active, quiet transportation, for safely enjoying the Park on foot or bike

Winter closure as at present (Granite to Death Canyon trailheads) is recommended, too. Would love to see LSR Preserve open in winter.

Topic Question 2:

Widening the road would increase thru -traffic and speed, and encourage more vehicular traffic. Would threaten wildlife and their homes.

Topic Question 3:

Consider placing the bike/pedestrian path along the western dike of Snake River. This area is already wide enough for a bike path, offers graded flat surface, offers excellent visitor experience, and distances bikes and walkers from the busier wetlands adjacent to the road. Access is close from the GTNP south entrance.

Topic Question 4:

Thank you for engaging the community in an open process..

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 80

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I strongly support alternative D. It best achieves the dual objectives of providing access to our National Park, while at the same time protecting wild life habitat and preserving the natural character of the forest. For reasons of safety, and to allow citizens access to their National Park, the roadway should remain open both ways and maintained with a good, safe surface, which can still be rural in character. The separated pathway would best accommodate motorists, cyclists and hikers alike, and be much safer for all. It would also reduce vehicle traffic and be a wonderful amenity for the Park and a natural extension of the existing pathway from Moose to Jenny Lake. From personal experience I know that people come to GTNP just to ride and hike the existing pathway. Connecting the two pathways would attract additional visitors and thereby expose them to the wonders of the park at no expense to the overall purposes of the Park.

Topic Question 2:

Efforts to keep people out of the park by making the existing roadway inconvenient (one way only, limiting the hours of use etc.), unsafe for lack of maintenance, or eliminating it entirely are misguided. Additionally, the absence of a separated pathway will force motorists and bikers to share a road which is, and should remain, rural in character. It's unnecessarily unsafe and inconvenient for both.

Topic Question 4:

Maintaining the Natural characteristics of the Park and allowing the public access to the Park which exists on the strength of its tax dollars is a delicate process. The existing road has been there from day one of the Park's existence, so better and safer maintenance of the road, and providing cyclists and hikers with a safe and enjoyable way to use this existing roadway will in no way decrease the wildlife and natural attributes of the park. This is particularly true if the road is rerouted to avoid the beaver pond area.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 81

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Dear David;
Thanks for the opportunity to comment on the Moose-Wilson Road.

I favor Alternative D. Second choice Alt. A

I like:

Rerouting the Death Canyon Road to White Grass. (drier)
Rerouting to East of Beaver Ponds to old road/airstrip. (fearful of new impacts)
New multi-use pathway. (fearful of new impacts)
Rerouting North end of road. (fearful of new impacts)
Paving dirt section. (fearful of new impacts)
Peak time, peak season maximums.

Topic Question 2:

I don't like:

Any (further) Reduction of Winter access. Please plow to Death Canyon or new White Grass parking area.
2 days of Bicycle traffic. Not enough demand yet. Or Peak season only.
Too much commercial traffic and impeding traffic in peak season.

Topic Question 3:

Winter management and Summer (peak season) management.

JHMR should partner with GTNP especially in Winter, grooming.

Comments: Thanks!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 82

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D is terrific because it is:

â—¼Best for the environment

â—¼Best for enhancing visitor experience

â—¼Best for keeping the road SLOW & NARROW

â—¼Best for reducing traffic by encouraging active transportation and traffic flow technology

â—¼Best for safely enjoying the Park on foot or bike

Topic Question 4:

Having a separate pathway is the only logical option. Save lives, save wildlife, increase the value of everyone's park experience.

Quit studying it and build it. I'm getting older and want to enjoy it while I can still ride and walk. Waited too many years for the existing pathways to be built and watched two people die in the process.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 83

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/26/2014 Date Received: 08/26/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Management Plan Alternative D. The creation of a multiuse pathway will provide a means to get out of a motor vehicle and have a more personable, enjoyable, mutisensory experience with the Park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 84

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/27/2014 Date Received: 08/27/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

D achieves the what is best for the environment while making for a good visitor experience while in the park.

Best for enjoying the Park on foot or bike.

Topic Question 2:

Going with a one way alternative will over time create a environment that will drive more development not less due to additional pressure applied due to growth in park attendance.

Topic Question 3:

No. The clock is ticking. Complete this study and act on the information that you have developed and received from outside sources.

Topic Question 4:

Thank you for the opportunity to have input on this issue. We use the park weekly. We greatly appreciate the work that goes on to provide the very best opportunity for all, including the animals.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 85

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 08/27/2014 Date Received: 08/27/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Of these options I'd vote for Alternative D (b/c it includes a separate pathway). HOWEVER it is ridiculous for us to continue to pretend that 60,000 people don't LIVE here in the summer, and that millions of people don't visit year round. Jackson Hole is long past being a [primarily rural] summer resort; ignoring reality helps NOTHING. The Moose Wilson Road should have PAVED TWO WAY YEAR ROUND ACCESS with separate pathway - - PERIOD (many people believe this but are too intimidated to say it).

Topic Question 2:

Of these options I'd vote for Alternative D (b/c it includes a separate pathway). HOWEVER it is ridiculous for us to continue to pretend that 60,000 people don't LIVE here in the summer, and that millions of people don't visit year round. Jackson Hole is long past being a [primarily rural] summer resort; ignoring reality helps NOTHING. The Moose Wilson Road should have PAVED TWO WAY YEAR ROUND ACCESS with separate pathway - - PERIOD (many people believe this but are too intimidated to say it).

Topic Question 3:

Of these options I'd vote for Alternative D (b/c it includes a separate pathway). HOWEVER it is ridiculous for us to continue to pretend that 60,000 people don't LIVE here in the summer, and that millions of people don't visit year round. Jackson Hole is long past being a [primarily rural] summer resort; ignoring reality helps NOTHING. The Moose Wilson Road should have PAVED TWO WAY YEAR ROUND ACCESS with separate pathway - - PERIOD (many people believe this but are too intimidated to say it).

Topic Question 4:

Of these options I'd vote for Alternative D (b/c it includes a separate pathway). HOWEVER it is ridiculous

for us to continue to pretend that 60,000 people don't LIVE here in the summer, and that millions of people don't visit year round. Jackson Hole is long past being a [primarily rural] summer resort; ignoring reality helps NOTHING. The Moose Wilson Road should have PAVED TWO WAY YEAR ROUND ACCESS with separate pathway - - PERIOD (many people believe this but are too intimidated to say it).

Comments: Of these options I'd vote for Alternative D (b/c it includes a separate pathway). HOWEVER it is ridiculous for us to continue to pretend that 60,000 people don't LIVE here in the summer, and that millions of people don't visit year round. Jackson Hole is long past being a [primarily rural] summer resort; ignoring reality helps NOTHING. The Moose Wilson Road should have PAVED TWO WAY YEAR ROUND ACCESS with separate pathway - - PERIOD (many people believe this but are too intimidated to say it).

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 86

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please implement Alternative D's strategies that would promote active transportation over single occupancy motor vehicles. The strategies should provide safety measures for cyclists and hikers using the corridor. It would keep the corridor narrow and appropriate for the natural beauty of the route, minimizing impacts to natural resources. It would also allow visitors a stellar way to experience the best attributes that the Park has to offer, in a safe manner, not stuck inside a car.

Topic Question 2:

Insisting visitors experience the Park inside a private car simply detracts from the character of the natural surroundings, is unhealthy for the environment, causes traffic congestion.

Topic Question 3:

Signage and printed comments on maps or brochures explaining the strategies that provide for safe bicycle travel would give motorists the reasoning that may not get otherwise. i.e. a comment that says the Park supports wildlife viewing and active transportation...Please share the road...

Topic Question 4:

Other Parks that stress active transportation and public transit are definitely moving in the right direction for the future of National Parks!

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 87

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Correspondence Text

Topic Question 1:

Alternative D because it includes a separate pathway and balances resource protection, park values and visitor experience. Alternative D will enhance wildlife habitat and connectivity through road realignment, manage peak traffic flow with technology and allow for safe non-motorized access along a separate pathway.

Topic Question 2:

The Other Alternatives are Inferior:

Road closures cause an imbalance of traffic flow, idling lines and erratic visitor experiences with negative impacts to the environment and the public

Without a separate pathway, the Moose-Wilson road cannot be enjoyed safely outside of a car

Topic Question 4:

Alternative D is terrific because it is:

Best for the environment

Best for enhancing visitor experience

Best for keeping the road SLOW & NARROW

Best for reducing traffic by encouraging active transportation and traffic flow technology

Best for safely enjoying the Park on foot or bike

Keeps the road's narrow, slow, rural character

Enhances wildlife habitat and connectivity with road realignment

Encourages safe access for cyclists and pedestrians along a separate pathway

Uses current technology, permitted commercial activities and pathways to reduce car traffic, deepen visitor experiences and reduce environmental impacts

Comments: The recent bike path from town along the elk refuge up to Jenny Lake is amazing. This provides an excellent method for visitors to enjoy the park OUTSIDE their vehicles. It encourages alternate methods of transportation, is wheel chair accessible, and give folks a safer way to enjoy the park by bike. It also increases user activity to the areas of the park that have already been developed. It increases tourism and benefits local businesses. Linking the Teton Village bike path to the current network in the park will be a huge benefit to everyone.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 88**

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Correspondence Text

Topic Question 1:
Alternative D: Develop a multimodal transportation strategy to provide for an enhanced visitor experience while also protecting the visual and wildlife values associated with the park.

Topic Question 2:
Alternatives A, B, & C do not adequately provide for enhanced visitor experiences.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 89

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Correspondence Text

Topic Question 1:

Most of my experience driving the Moose. Wilson Rd- -comes from visiting every summer. Since I live in CA I'm accustomed to traffic. But people need to be smart. Don't drive so slow that your causing a HUGE chain of cars behind you. But don't drive so fast that you can't stop if a moose steps out in front of you.

Is there a way to create a thruway of that locals and folks like myself are trying to go from one place to another- -we aren't being slowed down by other tourists who have zero idea of where they are.

Topic Question 2:

Is having a local thruway a possibility? Your vehicle has a tag that clears you- -kinda like Fast Pass out here. No tag, you have to pay a premium. Think of the thruway as a commute lane.

While traffic will slow for animals in the road there should be as little stopping as possible, by having locals on this road who are use to seeing these wonderful animals they won't be as tempted to stop and cause a moose jam.

Topic Question 4:

Please see section 1 and 2.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 90**

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Correspondence Text

I prefer alternative A - leave the road as is. Possible extend some more areas for parking & viewing. I am definitely OPPOSED to adding a bike path. this will only destroy more land & habitat. Speed bumps might be useful

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 91

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Correspondence Text

Topic Question 1:

I would like to see Alternative D carried forward because it balances the needs of the park and visitors.

Topic Question 2:

I do not support the other alternatives because of the cost, increased danger for pedestrians, and possibility of closure of the pathways. It seems that the pathways have worked well and let park visitors experience the park in its true form of nature. When pedestrians and bikes have to share the road with cars it increases the risk of accident and injury and limits the ability of people to explore nature outside of a car.

Topic Question 3:

Strategy D is best because it keeps the character of the park and lets people experience. The National Parks were founded in part so people could experience nature at its finest. The pathways allow people who want to ride bikes or walk as well as cars to see the park. It doesn't make sense to only have one mode of transportation for people to enjoy the park.

Topic Question 4:

One of the highlights of my summer was renting bikes with family and riding on the pathways. We were able to hitch baby trailers to some of the bikes and let the youngest family members join us for the most beautiful day and park experience. The sky was blue and mountains stunning as we rode on the pathways. We saw and heard different birds and animals, and enjoyed the landscape and views. Being on a bikes let us stop and hike trails at different time points, and also let us cover more area than we would have been able on foot. Further, it allowed us to exercise and enjoy the fresh air. There were times that we did have

to share the road with cars and each of those times was slightly anxiety causing as we were at the mercy of the cars and driver's attention. When bikes and cars have to share roads there unfortunately be accidents, especially when cars speed or do not pay attention to the road as they are looking at animals. We wish that the Park Service would build more pathways as we look forward to spending time in the Park for many more years.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 92

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Correspondence Text

Topic Question 1:

Of the alternatives presented, alternative C would be my choice. I believe maintaining the existing ROW without significant construction would be best where the disturbance is least. Reducing primarily the auto traffic should be considered, allowing for walking and bicycling.

Topic Question 2:

Relocating the road, paving the unimproved section. The costs and environmental impacts associated with these would not be worth the benefits, in my opinion.

Topic Question 3:

Would it be possible to close the road to through auto traffic? Or change the road to one-way traffic for all users. Or Alternative C with reduced vehicles more than 2 days per week, such as 4.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 93

Author Information

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Correspondence Text

Topic Question 1:

Essentially, plan D. An alternative route for bicyclists will be safer for all, and decrease the amount of car traffic on that road.

Topic Question 2:

Do NOT periodically (either daily or at certain hours) close the road in either direction. No matter how you try to publicize this, it will cause confusion and anger and ultimately aggravate the tourists upon which we are dependent.

Topic Question 3:

There is an already constructed levy somewhat parallel to the Moose Wilson Road. If we could use this to build a bike path, we would do two things: We would save money on the cost of constructing a separate pathway. Also, we would not have to disturb habitat surrounding the present road.

Topic Question 4:

Please support the many bicyclists in the valley. They don't pollute, they truly enjoy the exercise and fresh air, and they are less dangerous than cars.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 94

Author Information

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Correspondence Text

Topic Question 1:

Traffic management - the character of the corridor should be preserved by improving alignments and encouraging active transportation while accommodating and managing motorized travel.

Topic Question 2:

Shared roadway and day restrictions on type of transportation do not achieve the purpose of the plan. They both create inconvenience, possible conflict, and antagonism.

Comments: Alternative D is the best alternative. It builds on an emerging world class active transportation system in Grand Teton and the Teton Valley while providing the best management options for keeping the corridor accessible for motorized travel.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 95

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Notes:

Correspondence Text

Topic Question 1:

I would prefer to see "business as usual" and maintain the uniqueness and wildness of the Moose-Wilson road as is. The unpaved surface keeps travel at a minimum. The unpaved surface keeps cars moving at a slow speed to watch for wildlife. This area is not big enough to support a bike path.

Topic Question 2:

The need for an intact wildlife corridor is crucial in this area. A plan to break up this corridor with pavement is not following the Park Service philosophy and is destructive to wildlife. I do not understand why bikers need additional biking opportunities. This would also create more congestion at trail heads and necessitate additional parking lots. This is not in the best interest of the wildlife. The potential for a biker interacting with a bear has a high probability if they are moving quickly and quietly on this road in any capacity.

Topic Question 4:

I am very concerned about special interests groups only serving their needs rather than the park preserving and protecting our wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 96

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Correspondence Text

Topic Question 1:
alt D keeps the road slow and narrow. Safe bike use is a must!

Topic Question 2:
take away from visitor experience and don't include a way to safely enjoy the corridor by bicycle

Topic Question 3:
keeping the road slow and narrow and allowing for safe bike use are the most important factors for visitor experience.

Topic Question 4:
Popular biking and pathways in Teton village and doornans/inner park road on both sides of the corridor makes it imperative to include a separate bike pathway.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 97

Author Information

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Correspondence Text

Topic Question 1:

I far prefer Plan B. Mainly because it limits through traffic which is what most of the traffic is. This alone would make it more bike friendly which is important as it creates a loop with the pathways along highway 89 north of town and the coming 22 pathway. That pathway from Town to Moose of course is limited by the elk use of the Refuge and the loop may not exist very long in the offseason. I do like the idea of bike only periods as Taggart to Jenny lake is a biking tradition during our Spring Break. When limiting through travel I do question what "peak use" would be defined as, 4th of July and Pioneer's Weekend or June 15th to August 15th. Summer is a long very busy with a broad, flat, peak period.

Limiting vehicle size and commercial trips is important to keep this area of the park, a quiet area with more solitude.

Topic Question 2:

Alternative A. Traffic and poor road alignment are errors of the past and Alternative A does not address them. Alternative A is the "everything is fine" alternative. If everything was fine this discussion would not be happening.

Topic Question 3:

We don't need every area to be like Jenny Lake, crowded and built up.

The Village Road Gate should be unmanned when through traffic is not allowed and The north end of the

Moose Wilson Road moved back to the south of the Moose Gates. Manning gates for this little section of the park is not necessary when traffic is kept to a respectful amount. This would also reduce waits on the main inner park road at its gate.

Topic Question 4:

Grizzly Bears are not new along that road, it's just that nobody else was around when I saw them there 20 years ago.

Comments: It seems like the Alternatives are either maintain, limit or expand. There are some good ideas in some that could belong with others.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 98

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Correspondence Text

Topic Question 1:

I prefer the Alternative B plan because this plan restricts the through traffic and will allow the pristine environment to be enjoyed by visitors and locals at a slower pace. It's a less invasive plan to implement and would cause less destruction of the delicate habitat and wildlife.

I currently find traveling the road very upsetting and dangerous due to the through traffic trying to speed through on a road which was never intended for this purpose. I have also had great difficulty maneuvering safely past bicycles who are also traveling the road.

Topic Question 2:

I believe bicycle traffic should be restricted completely. There is a great danger to visitors with sudden encounters with wildlife and a danger to them from passing traffic on the narrow road. I love the other bike paths in the park but would not bike this road. I think adding an additional bike path would be very destructive to the habitat and to the wildlife and there are numerous other outlets for biking in the area. The costs are just too great from implementation and building of the bike path, danger to public safety, and impacts to this fragile area.

Topic Question 3:

I would suggest having one parking lot at LSR with alternative B accessible from either Moose or the village. Having two parking lots increases man power and frustration for a visitor when they might see an available spot from the other side.

Topic Question 4:

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

I appreciate all the time and effort put forth with this PEPC. The Moose Wilson Road is such a special place which deserves special attention and protection.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 99

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Date Sent: 08/28/2014 Date Received: 08/28/2014
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Notes:

Correspondence Text

Topic Question 1:
No major change. Keep the roads unpaved and try to keep the traffic to a minimum.

Topic Question 2:
No not agree with paving the road and making it a gateway to the rest of thw park. iIncreased traffic and speed will result in more dead animals and less enjoyment of Teton National Park.

Topic Question 3:
Slower speeds on paved parts of Moose/Wilson Road and less traffic.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 100

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Correspondence Text

Topic Question 1:

I like the realignment of the road around the beaver ponds but want to make sure pedestrian access is still available to beaver ponds.

The changing of parking areas for the Death Canyon Trailhead is a positive change, whichever alternative is chosen. I just hope there will not be a lot of grading and tree removal. It has to be done carefully.

It is probably a good idea to change the entrance station to capture more entrance fees. But do we really need two entrance stations to access the park? Perhaps we just need more lanes and personnel at one station.

All the strategies for limiting traffic are interesting and worth considering. Probably the most practical alternative would be limiting traffic to the corridor by queing up as was suggested. Closing it two days a week would not limit traffic on other days.

Topic Question 2:

Please no pathway north of LRP....too wildlife sensitive for bikes to be traveling in that area.

Lets not pave any more of this road. It will only encourage more cars and encourage people to use the roadway as a thoroughfare on off peak hours.

Whitegrass road should remain closed That is elk habitat in the fall and we should protect the wildlife as a

first priority..

I don't think closing the road earlier in the fall or at Sawmill Ponds would achieve anything significant. I'm a photographer and love to photograph in the beaver pond area before the road opens in the spring and after it closes in the spring.

Topic Question 3:

Close the road completely and use trams like they use in Yosemite.

Comments: I would hope that protection of wildlife is the most important priority- -higher than pathways and improving the road. We have a treasure in our wildlife and we need to protect it all all cost.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 101

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:
Alternative D seems the best. A low impact bike trail would safely allow more bike and pedestrian traffic.

Topic Question 2:
c and b

Topic Question 4:
The road should remain open to Park visitors

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 102

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Notes:

Correspondence Text

Topic Question 1:

A gate at the LSR is a good idea. But, it should be closed at all times except for emergencies.

Topic Question 2:

a separate bike path is a bad idea. It consumes more of thhe Park's fragile resources. A bike path will also conflict with wildlife values.

Topic Question 4:

The north half of the Moose/Wilson Road is a very special part of the park and should somehow be protected from the possibility of creeping incrementalism.

I fear that if road closures are imposed by various criteria, the Park will be put under tremendous pressures in the future to change their criteria to suit various interests.

Comments: We have plenty of separate bike paths already. This sensitive area of the park needs protection! It is a special place for visitors to view wildlife which is THE high point of the Grand Teton experience for most people.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 103

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Notes:

Correspondence Text

Topic Question 1:

The open house staffed by NPS operatives with explanatory maps, alternatives and other information is excellent. The ability to ask questions and get answers is superlative. I am particularly looking forward to addressing your cultural resources staff.

Topic Question 2:

I have no opinion overall. I know you have to have a "No Action" alternative but hope and expect GTNP will not choose this.

Topic Question 3:

Management of cultural resources pursuant to the NHPA and 36 CFR 800. The natural and/or cultural landscape along the road.

Topic Question 4:

GTNP will have to survey and evaluate any and all cultural resources in the Areas of Potential Effects for the various alternatives. An evaluation for National Register of Historic Places of those sites, locales and landscapes potentially affected will be a necessary element of this EIS process. The Alliance for Historic Wyoming is particularly interested in identifying and appropriately managing cultural landscapes. We trust NPS won't let us down in this regard. GTNP is also involved in the Colter Bay interpretive project, the Jenny Lake work, as well as other efforts within GTNP. Cultural resources concerns seem to have become either bogged down or assigned a diminished priority on these projects. We trust this won't happen with the Moose/Wilson Road project.

Comments: In participation with both the Colter Bay project and specifically management of the Vernon Collection, GTNP has been less than proactive in openly managing and returning these items, donated by the Rockefellers with the specific requirement to display the collection in Teton Park. A 5 to 10 year wait for this process is unacceptable and was not the stated goal during EA preparation. As a member of the Society for American Archaeology's Repatriation Committee (2014-2016). I was disheartened to learn that GTNP repatriated (without public opportunity to comment or object) objects from the Vernon Collection to an eastern tribe. No element of the Native American Graves Protection and Repatriation Act (NAGPRA) provides for this. Such activity cannot be tolerated in the future.

With regards to the Jenny Lake project, the Alliance was disheartened to hear that one minority group was strongly recommending that regulations at 36 CFR 800 be obfuscated and disregarded. Specifically, the Shoshone/Bannock indicated that archaeological materials not be evaluated, surveys and/or requisite test excavations and mitigative treatments not be performed. As NPS/GTNP is aware, the Wyoming State Historic Preservation Office found considerable fault with this. While it may be seen by GTNP and NPS overall, as an "easy way out" not to perform legally mandated and required archaeological and cultural resource investigations, such an approach is unacceptable to not only the Alliance for Historic Wyoming, but the Wyoming Association of Professional Archaeologists.

As a personal comment, I wish to point out that the twenty-first century NPS and GTNP will need to react to an increasing national and international community. The tremendous resources of Teton Park belong to this national, dare I say, international community, not to any one minority. Visitor uses are changing, multi-lingual visitors abound and an increasing non-motorized public is emerging. It is a great challenge to GTNP to attempt to accommodate this changing visitor presence. Personally, I feel that non-motorized uses (hiking, biking) potentially have less overall impacts than mega-roads, paved wide and providing overall access. OHV use, seen as a very destructive activity, should be carefully controlled, discouraged or prohibited..

I like this system! It works very well! Susan McPartland was very helpful.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 104

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Correspondence Text

Topic Question 1:

I feel that the protection of critical wildlife habitat, especially in the wetland portions of the road, is best served by Alt B. The proposed road segment that would pass Sawmill Ponds should be aligned as much as possible with the power line corridor, minimizing the impact on trees and berry shrubs; the addition of or 3 pull outs on the edge of the bench with signage to respect the quiet of the forest will reduce crowding when a moose or great gray owl are present below. The roadway.

Topic Question 2:

Adding a paved bike path; the limited use it would get doesn't justify that additional disturbance to animals, which are often more leery of a human on a bike than proximity to cars.

Topic Question 3:

Yes! Find a sponsor to donate construction of a raised wooden viewing platform & boardwalk allowing safe viewing of bears, beaver, moose, and elk along the east edge of the wetland. Add interpretive signage for beaver and wetland birds. Allow beaver to do their thing;
Remove the beaver- deceiver as soon as possible.

Don't succumb to pressure from the local biking crowd; the wildlife need their habitat a lot more than we need our exercise in that area!

Topic Question 4:

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

Alt. B shows three pullouts in the sage meadow just north of the Death Canyon turn off. These are not looking directly out over a water body, so they seem extraneous to me. Also, the southern edge of that meadow where it meets the aspen stand is an important grazing area for elk, so perhaps one pullout with a 4 ft. rock retaining wall would give the elk some added security.

I strongly encourage the implementation of a frequent shuttle bus service (buses to be powered by natural gas) from the south entrance that would also give departing visitors connectivity to a second airport shuttle, based at the moose visitor center. Without some involvement of a mass transit system, we will be missing the boat!

Comments: No separate bike path.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 105

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Correspondence Text

Topic Question 1:

Alternative D keeping the road rural in nature while moving the north section makes a lot of sense. A seperated pathway is the best approach even it was positioned close to the road. Encouraging visitors to enjoy the park without the need to be in a car would have less effect on the enviroment.

Topic Question 2:

Alternative C which restricts car use a couple days a week would cause confusion and would be disruptive to public enjoyment of the park. Crowds would take care of themselves by keeping the roadway narrow and winding. A seperated pathway would add a safety element currently missing.

Topic Question 3:

enhance alternative D by having it intersection to the north remaining similar to how it is now.
Eliminating the need for another entry station.

Topic Question 4:

Encouraging now motorize vehicle access to the park while keeping it managed to a maintained pathway is stong statement and should be embraced in future thinking.

Comments:

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Correspondence Text

Topic Question 1:

Alternative D. It feels like the best of all worlds so to speak, and a solution that could possibly please all points of view. It also feels like it is the least polemical.

Topic Question 2:

Alternative A - doing nothing - is clearly the least effective, or we wouldn't be in the situation we're in right? Equally, as it relates to future growth, if nothing is done now, we'll be forced into this very same situation at some future point in time, So why just kick the can down the road?

Topic Question 4:

Whatever the solution, reducing motor vehicle traffic on the MW road now or in future is imperative. And at the same time, extending the pathway. The two are inextricably linked - one will reduce the other and so forth.

Comments: The idea of taking reservations is fool hearty. It will lead to abuse as every other reservation system does, favor particular segments of the population, and reminds me of the old metaphor of rearranging deck chairs on the Titanic.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 107

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Topic Question 1:

alternative 4 is teh best solution for many reasons.

A seperate multuse pathway for the entire length of the road is a minimum requirement. the safety and experiential aspects it would add to this area would make it a jewel for all visitors. why cant the park service see the value of pathways to get people out of their cars, particularly in an area that is always going to be full of visitors.

embrace the demand and make the experience completely unique.

the existing road should be upgraded with parking and pull out areas added. it is a park for all the people not just the people who happen to know about this section.

Topic Question 4:

keep the multiuse pathway
keep traffic flowing both ways
allow for crowds if you have to, but plan for the future

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 108

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Topic Question 1:

Alternative D has the fewest "problems" with accommodating the interests of Park visitors (including my use of resources along the Moose-Wilson corridor) while managing the impact of traffic on the area.

Alternative A (do nothing) is also a good choice if peak traffic access limits are imposed.

Adequate parking at trail heads must be a priority.

Topic Question 2:

Moving trail head parking from its existing locations and adding hiking distance is NOT a good idea for visitors not altitude acclimated.

You have data that includes peak trail head parking counts. Design the trail head parking and overflow to accommodate the demand. A note on the Granite Canyon parking: I have frequently continued north to other trail heads because that lot is full, i.e., the peak use figure does not reflect true potential demand.

Closing the Moose Wilson road on September 30 is arbitrary. I have enjoyed hiking from Granite Canyon and other trail heads into mid-October depending on weather.

Even though the Rockefeller Center is closed, open the parking lot for hikers whenever the Moose-Wilson road is open for traffic.

Topic Question 3:

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

There is no mention of mitigating the commuting traffic via the Moose-Wilson corridor. This traffic, outside of peak hours, is often aggressive with frequent passing of slower vehicles.

Topic Question 4:

My comments reflect the viewpoint of a part-time Wilson WY resident for more than 30 years.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 109

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Topic Question 1:

In favor of Alt D, which provides a separate bike path on the Moose-Wilson Road. I am commenting as a cyclist, who rides 60-70 miles per week, much of it in the park; a supporter of Friends of the Pathways, and as a volunteer for the last four years on the Pathway Patrol (my assignment is Saturday mornings). I support a separate pathway because: it enhances the park's reputation as a "cycling destination" by groups from the region; it is the safest way for people of all ages to view GTNP; pathways add significantly to the quality of life in Jackson. As a pathway volunteer, I have talked with hundreds of users from kids to seniors all of whom are impressed and quite appreciative of a cycling venue that is not hampered by parallel and cross traffic. Children - - from those with training wheels on - - ride regularly in a safe surface that may not be available to them anywhere. Seniors, of which I am one, appreciate the safety of the trail. A trail connecting the main entrance with the Granite entrance only enhances the attractiveness of the park as a good place to bicycle. I live near the Gros Ventre intersection, where I can connect with the trail system and go to Jackson or all the way north through the park - - that is real quality of life. All of these comments, of course, have not dealt with the health benefits of bicycle riding.

Topic Question 3:

It would please me greatly if the cycling community were welcomed and included as a partner to the process. At this point the idea of separate pathways feels like a late addition that has been made placate a constituency.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 110

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Topic Question 1:

Separate multi-use path encourages people to get out of their cars and provides safety for walkers, bikers. Doesn't need to be widely separated, could be adjacent to road. Good to realign road to move it away from intense wildlife area to reduce hoards of people getting too close to wildlife. Do not pave southern end - paving it would just encourage more traffic and higher speeds. Monitoring and controlling amount of traffic on road a good way to reduce vehicular impact (pollution, noise, danger to wildlife). A gate at the LSR that could be closed at high traffic times would help to reduce traffic. A reservation system for the road and for the LSR (maybe also for parking at Death Canyon trailhead) would reduce the amount of cars idling while waiting for parking space, and also would reduce frustration of people waiting for parking spaces. Reducing the numbers of commercial "safari" vehicles would also help reduce the traffic and reduce impact on wildlife.

Topic Question 2:

Paving southern end of MW road would encourage more traffic, increase speeds, and be detrimental to wildlife. A permanent gate at the LSR would anger visitors and locals.

Topic Question 3:

Consider having some kind of public transportation shuttles that would reduce the number of vehicles, such as in use in Zion, Yosemite, not to replace automobiles but to supplement. Perhaps these could be open-air and could have an educational aspect (maybe rangers could provide interpretation along the way and at stops).

Topic Question 4:

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

A bike path could greatly enhance the visitor experience, as we have already seen in the new pathway from town all the way to Jenny Lake. Many users who previously might have been in their cars are getting out on the bikes to see the park and to get exercise. What a perfect way for families with children to experience the park. Bikes are much less disruptive, less noisy, and less polluting than automobiles.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 111

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Topic Question 1:

1. Paved bike path. It would create an alternative to driving to the LSR preserve and other trailheads as well as destinations north. Right now I drive with my road bike to Moose in order to bike in the park. A bike path would connect two of the most popular tourist destinations...Teton Village and Moose/Jenny Lake, taking pressure off the road.

2. Of the Death Canyon trailhead alternatives, C is best. Improve the road/parking area and maintain access near the current location.

3. Pave the unpaved section and add pullouts.

Topic Question 2:

Gating the road at the LSR Preserve during peak times would be very inconvenient for Westbank residents.

Closing the road two days per week would be very inconvenient for Westbank residents. Bike path would be much better.

Topic Question 3:

Public transit/shuttle option along Moose-Wilson Road. The START Green Line already has 17 round-trips per day along the southern portion of Moose-Wilson Road. A partnership between the NPS and Town of Jackson could extend some of those trips to serve Granite Canyon Trailhead, LSR Preserve and the Craig Thomas Discovery Center. Grand Teton is lagging behind other parks in offering innovative

public transit.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 112

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Topic Question 1:

Alternative A on the whole would achieve the Goals stated by the Park & would be my preference. Preserving "as is" would have the least impact on wildlife, have least disturbance on landscape features, & maintain an authentic experience for the traveler.

Signage at entry points indicating traffic congestion, speed limits, or other necessary alerts would not alter the interior experience on the road.

Topic Question 2:

Alternative D is a most dismal choice. Addition of pathways, groomed trails, commercial groups, more paving,would dramatically alter the impact of the travelers' experience in regard to natural features, wildlife encounters. The addition of more bikers, walkers , groups , commercial vehicles would not enhance a potential solitary experience & would create an added burden in regard to enforcement (I.e. Staying on trails, harassing wildlife, speed limits, etc.)

The cost of creating new turnouts, paving, reworking roadways, additional paths seems a bit ludicrous in view of budgets that seem to adversely hit the Park Service.

Topic Question 4:

I like to see balance of experiences offered by the Park.

Jenny Lake area is like a wild/urban wonder,yet it seems to be able to excite visitors with what the Park has to offer: trails, views, food, stores. Then there are more back country opportunities. The Moose-

Wilson Road feels like a vestige of the past...or at least it can when one is forced to navigate narrow roads, gravel, pot holes, smells of unaltered wetlands, anticipation of wildlife sightings, etc. For those in need of more expedient travel there's the Rockefeller Highway. It can have the feel of why people come to the Valley, often staying. The irony, then come the requests for 'upgrades'. In this case, pathways, smooth roads, faster travel, guided & directed experiences.

In order for a balance to be achieved, I think we can savor the primitive as in the Road...we have Jackson Lake Lodge & everything in between. That balance is for us & I think it would help preserve the goals for wildlife, landscape, & our history.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 113

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Topic Question 1:

I believe Plan D., is the best as it offers a separate path for bikes therefore enhancing the experience for bikes and lessing the chance of accidents involving motorist and bikes.

Topic Question 2:

The plans without a bike path are without merit.

Topic Question 4:

Finding a way to reduce the motorist speed through this corridor is critical. Regardless of the plan there must be a 25 mile per hour speed limit that is heavily enforced. Cameras could be placed along the corridor and violators could be ticketed at the gates as those motorist exit.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 114

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Correspondence Text

Topic Question 1:

Alternative D is the absolute only solution that will address the needs of all valley residents and visitors, as well as the wildlife.

Topic Question 2:

all other alternatives do not address the problem and only exacerbate the situation.

Topic Question 3:

Could use the old road bed for the separate bike path.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 115

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Topic Question 1:

It seems obvious to me as I read the numbers of increased cars on the Moose-Wilson, that the perfect solution would be a bike path. If you build it, they will come... The road can be located just adjacent to the bike path, allowing all those who want to view this beautiful stretch an option of driving or biking. I realize that excavation here will destroy some trees and a small portion of habitat. But the road is usually closed in the summer anyway with tourists gawking and totally blocking the road. A bike path makes perfect sense to me.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 116**

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Correspondence Text

Topic Question 1:
I strongly believe Option D is the best option for the population to enjoy and for the population to be safe.

Topic Question 2:
A, B and C have more limitations and would deter visitors, I believe.

Topic Question 3:
I do not like the "reservation" system thinking.

Topic Question 4:
Please build a separate bike path to keep the traffic separate among cars, cyclists and walkers.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 117

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Topic Question 1:

- 1.Manage traffic volumes. Too much traffic keeps people from enjoying the scenery and atmosphere and is detrimental to wildlife, both large and small. (But more on this below)
- 2.Move road away from wetlands. Viewing them is secondary. Preserving them is primary.
- 3.Improve parking, turnouts, and restrooms. The would enhance the visitors' experience.
- 4.Prohibit taxis and commercial use other than park-approved shuttle services. No taxis. This road is a park resource. Not a thoroughfare.
- 5.Relocate Death Canyon trailhead to a site near White Grass Ranch. Enlarge parking there and provide maps and restrooms. This is a level, less wildlife-used area and thus better for a parking lot than further up the existing "road." (It would also provide access to Huckleberry Ridge -if the bears are not eating the berries first.
- 6.Interpretive media and programs at key visitor areas is good because it helps people understand and it concentrates visitor use to areas where it is least damaging. (Hopefully) (More on this below)

Topic Question 2:

- 1.No bike path here. No "multi use" path. Use the bike paths in other parts of the park. Bike paths are Good -but not here. It is NOT good to tear up this valuable habitat to make a bike (multi-use) path here. Habitat and scenery are key here.
- 2.Do not "improve" the road beyond maybe better grading. Do not widen. (except for parking and turnouts) Do not pave additional sections. It is not good to make the road conducive to more use as a thoroughfare. Because the key thing is to hold this area as a park resource. Not a thoroughfare. Those are opposing priorities.
- 3.I'm not so sure that bicycle use of the road after an early closure is a good idea. Nor grooming a ski trail

in winter. There should be more studies of wildlife use first. It's very important to protect moose habitat because they are in define.

also, it's probably not necessary to go to the expense of grooming because the trail might get packed out by use.

4. Also not sure about restricting traffic flow by numbers of cars.

For one thing, "peak use" is not well defined. For another, while I totally sympathize that this is a good way to reduce use of the road -which is, indeed, necessary, I worry that not being able to plan will frustrate and irritate visitors and cause a lot of hard feelings and complaints. (see below for an alternative)

Topic Question 3:

Totally close the road between Saw Mill Ponds and the Death Canyon Road. Either take the road out all together. Or if the park needs it for some real reason for their own use, then put up formidable barricades. That stretch is some of the most vulnerable. It includes the wet lands and a lot of the choke cherry and hawthorn and service berry that the bears are using in late summer and autumn. It is a good area not to have the road.

I realize that means the people coming down from the north cannot access the Laurance Rockefeller Preserve not Death Canyon trails directly. But that's life. We do not owe them every convenience. We owe them access to the things that are first preserved. They can drive around. AND it salves the wounds of Teton Village who could then say that they have access to a special part of the park. And if people have driven around to get there, maybe they will use Teton village as a staging area and thus increase their business.

I really do think this would be far less annoying to people planning on using the road and then finding out that they cannot because too many other cars are there already.

ALSO

I see no mention of Joy Creek in the proposals. Joy Creek is just as miraculous and beautiful in it's own way as Jenny Lake is. While I would certainly hate to see it over used or prostituted, it might be good to have some parking there and a little bit of geological explanation. Same with a couple of the big boulders scattered in the woods.

Topic Question 4:

This discussion of the use of the Moose Wilson corridor is an excellent teachable moment. A great opportunity to explain to folks the difference between Grand Teton Park and Central Park.

No one is entitled to seeing a moose or a bear. No one is entitled to a beautiful sunset. Such wonders might be partially earned by vigilance and respect, but even then, the sight of a wild bear is a free gift from the universe. It CANNOT BE STAGED. It should not be staged. That's why they closed the Yellowstone dumps.

We need to dwell on what the word 'wild' means. And that while it cannot be ordered not expected, that's the very thing that makes it so special and valuable.

This is what rangers need to answer when people ask where they can see a moose or a bear. One can point out areas that have frequent -but still unpredictable- wildlife use, but the very rarity and unplanned nature of the event should be emphasized as the value of it.

Comments: People have told me that the Teewinot magazine/newsletter which is handed out at the park entrance gates, directs visitors to the Moose Wilson Road to "see bears." THIS IS TOTALLY INAPPROPRIATE.

For one thing, it is not accurate. There are almost never bears in view from the Moose-Wilson corridor except when the berries are on. And that's when the park closes that section of the road to prevent unhappy bear-human interaction.

In the second place, it is not appropriate information. We really do need to help visitors understand that wildlife does not stand around waiting to be viewed. We need to help people understand what a gift the "wild" in "wildlife" is. (I guess I have belabored this point above. But please, please give it some thought.)

I do thank you all very much for providing this and other opportunities for people to provide input. I realize you cannot please everyone. And that, ultimately, you must do what you believe is best, popular or not. But I thank you very much for allowing us to try to inform your thinking and to give you input on what is important to us. These public comment opportunities must certainly entail a lot of work for park personnel. You all have been unflaggingly courteous about it. I really appreciate it. Once again: Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 118

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Topic Question 1:

I think a separate pathway is important because I believe the natural resource is best appreciated and protected by those who visit on foot or by bike.

I am not in favor of promoting motorized traffic through this wildlife and ecosystem-sensitive area. I think the Park does not do enough to mitigate damaging motor vehicle parking impacts and driver behavior problems. I believe the road should be moved away from wetland and sensitive areas.

Topic Question 3:

Moose Wilson Rd is already closed most of the year due to snow. I am not opposed to seeing to close year round but allowing NP bus traffic (similar to what is being done in Zion NP). This would still allow visitor access but greatly reduce the problems with parking.

Topic Question 4:

close Moose Wilson road to through traffic. Create a pathway. Move the road away from eco-sensitive areas. Create a NP bus system similar to Zion NP to provide access to the LSR Preserve and trailheads.

Comments: More needs to be done to protect the resource. The abuses that occur on Moose Wilson road are horrific. From poaching trails with bicycles and dogs, to the poor driving and parking behaviors of tourists, to the endless moose and bear jams where people are mere inches away from the animals, the current state of affairs is unacceptable.

Not just on Moose Wilson, but also around String Lake. It is a travesty. Not enough is done to control these abuses.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 119

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Topic Question 1:

1. The gravel section of the road should be paved, as suggested in Alternative B. This section of the road as presently maintained is a disgrace for the Park, and the County. The gravel surface just does not and will not hold up to the amount of traffic, and hasn't since I have been in Teton Village (1972).
2. I believe re-routing of the road as proposed in Alternative B is a good idea. It would keep traffic away from the marsh/pond area where animals tend to gather, and which currently is a site of traffic problems due to people stopping cars to look at animals.
3. A new separate multi-use pathway as described in Alternative D is an excellent proposal. Currently bikers on the West Bank who want to visit the Park on bicycles have to go through town. A path suitable for bikes would create a wonderful loop (TV to Moose to Town to TV), all safely on bike paths. Currently the gravel section of the road cannot be used by road bikes because of the terrible condition of the surface, and the paved section of the road is too narrow for combined bike/auto traffic to occur safely. As a compromise for those who oppose a separate pathway, at least the road could be widened enough to allow a one way bike lane on each side of the road, to allow bikers to use the road more safely.

Topic Question 2:

1. Management of traffic volumes on the MW road as proposed in Alternatives C and D by timed sequencing or a reservation system would be a nightmare! Removal of the MW road as a dependably available two way route to and from the West Bank would undoubtedly increase pressure for construction of a N bridge. Furthermore, this would not be a workable solution for the many tourists who visit the area.
2. Closing the MW road to motor vehicles on Sept 30 is not a reasonable idea. October is a beautiful month, and an excellent time for fishing on the Snake River. Closing the road on Sept 30 would make it

much less convenient for West Bank residents to access the Snake in the Park for fishing . The road should be left open to motor vehicles as long as it is not covered with snow.

Topic Question 3:

1. In my view, the best long term solution is keeping the road as is (Alternative A), but building a new year-round road with parallel bike path along the southern boundary of the park, connecting to a new N bridge across the Snake River, and then connecting with Highway 26/89/91. This would remove the majority of traffic pressure on the MW road, and would provide an alternative year-round route N and E for residents of the West Bank, with less impact on the Park. I would guess that the vast majority of drivers using the Moose-Village road are doing so for travel purposes, rather than for in Park sight-seeing or animal watching. A quicker and safer route would therefore siphon off the majority of Moose-Teton Village road users. With this plan, the existing gravel section of the road beyond the granite canyon parking area could be closed to motor vehicle traffic, which would further protect this sensitive area of the Park.

Topic Question 4:

What is being discussed is really the Teton Village-Moose road, not the Moose-Wilson Corridor. I would suggest that in the future the road be referred to as the Moose-Village road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 120

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Topic Question 1:

Alternative D looks to be the only option that creates a separate bike and walking path .
It is not clear to me if 'D' would preserve existing winter car access to the Death Canyon intersection. I would like this to continue.

Topic Question 2:

A,B & C do not have separate dedicated bike path

Topic Question 3:

I would support paving the existing roadway and closing it to private motor vehicles from June 1st through Labor Day. Park shuttle busses would run back and forth along the corridor.
Bicycles and walkers would be permitted year round. Shuttle busses would have bike racks.
I would like winter car access to the Death Canyon intersection.

Topic Question 4:

I support a dedicated separate bike path OR keeping the existing roadway with private vehicles not allowed from June 1st through Labor Day. Shuttle busses with bike racks could take visitors back and forth between Moose and Teton Village. Bus fare could be say \$2 per ride.

Bicycles and walkers would be permitted on the roadway.

I am a dedicated winter user of the ski terrain above the White Grass Ranch. I would like winter car access

to the Death Canyon intersection to continue.

Comments: Thanks for reading.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 121

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Correspondence Text

Topic Question 1:

1.First, we agree that the Moose-Wilson Road is a unique feature in the park with outstanding opportunities for visitor enrichment and personal discovery. And it is widely recognized that the road itself is eligible for national historic register listing. With its narrow, winding and only partially paved surface it's an excellent example of an early American road once common throughout the country and now found in diminishing numbers mostly in rural areas and parks like Grand Tetons NP.

It also traverses important wildlife habitats, including wetlands, forest, meadow and sagebrush flats. As the preliminary alternatives noted, this combination allows visitors an opportunity to experience a more primitive America, with excellent opportunities to observe wildlife, enjoy natural quiet, and embark on a personal journey of discovery.

We have noted the results of the recently released Moose-Wilson Corridor Use Level...Technical Report, Summer/Fall 2013 and understand the need to undertake a major planning effort to address the increasing traffic levels experienced on the Moose-Wilson Road over the past decades. This issue of traffic level and congestion and best strategies to reduce this congestion is at the heart of the planning objective for this road.

The alternative ideas that we feel make a significant and long term positive contribution to the overall goals of the park in both preserving park resources and values and providing opportunities for primary visitor experiences includes the overall goal of reducing traffic numbers and congestion along the road, and improving the access and parking to the Death Canyon Trail Head. We liked the vision that describes the Moose-Wilson Road as a destination feature, and a place where visitors can experience wildlife in a primitive and inspiring location.

Use of a shuttle system to move visitors to the variety of turnouts and trailheads along the corridor is a

positive idea and deserves serious consideration. Shuttle systems are well known in a number of parks and have achieved goals in reducing congestion. A shuttle system could reduce traffic congestion, contribute to visitor's appreciation of the wildlife and scenic values of this corridor, and it could provide better opportunities and less conflict for bicycle users on the road. The idea of stopping through traffic at the LSR Preserve was also a positive idea that would achieve a reduction in congestion. Limiting traffic entry at certain high use periods was also appropriate and would be helpful, although we thought this idea might be more difficult to manage. For the bicycling community, the idea of two days a week for bikes and pedestrians only was also an interesting idea that we could support.

We felt the alternatives addressing parking congestion and access to Death Canyon was positive and would support an alternative that addressed this issue.

We would also support the alternative that eliminates plowing and grooming any length of the Moose-Wilson Road during the winter.

We also like the idea of including more welcoming wayside exhibit features at new and redesigned pull outs.

Topic Question 2:

2. Our strongest opposition in these preliminary alternatives is for the proposed separated and paved bicycle path. We would argue that there is no compelling reason to construct a new, separate, paved pathway along the roadway. The pathway is a facility promoted by a small, articulate, politically capable group that represents a very small user group. Use on the pathway along the Moose-Wilson Road would be primarily recreational. The Park Service organic act and supporting laws direct the service to protect the wildlife and the natural and cultural resources of the park. There is no mandate to provide recreational opportunities to a small user group. Nor do we believe a separate pathway would even marginally reduce traffic congestion on the main roadway. A separate bike path is simply the desire of a small, vocal user group wanting another recreational resource for their own enjoyment. It has little if any relation to park values, preservation of park wildlife, scenic, geologic or historic values. We also worry that bicyclists may have a greater impact and disturbance on wildlife than those viewing wildlife from a car window. There is also the concern of more frequent and vulnerable contacts with grizzly bears now using the corridor more frequently than in the past. And of course, a paved pathway contributes to the fragmentation of habitat. The overall impacts of a new separate paved bike path would not be small. The actual amount of habitat paved over would be considerable, equal as one writer stated, to a parking lot several times larger than the current Smiths Grocery Store parking lot. How could this impact be justified for this small user group. Effects from the bike path would extend outward from the path, and certainly all of the terrain between the pathway and the roadway would become essentially unusable for most of the park's large animals. And most important, this major impact to a fragile and sensitive wildlife habitat would be for the benefit of a very small user group that, according to the corridor use level technical report is only between 2-3% at most. All of these questions argue against building a new bike path along this road corridor. Building it would run counter to the stated goals of this EIS to maintain and restore the park's habitats and ecosystems along this corridor, allow natural process to continue and in general maintain the natural and historic setting of this area of the park.

We also do not think there is strong enough justification to realign the roadway to a new route east of the beaver ponds, and in the northern section to shorten the road and create a four way intersection at the Chapel of Transfiguration. The Moose-Wilson Road is eligible for the national register. We don't believe it is a viable proposition to make significant changes in the road's alignment given its historic character and its potential listing on the historic register. We would like to see hard scientific data supporting the value to wildlife habitat of a relocation of the road east of the beaver ponds. As for the northern realignment, this appears to be an idea more for operational convenience than any resource or visitor need. We don't think that justifies changing the road alignment, as attractive as it appears. Overall, we don't see how an

alternative that makes major alignment changes is compatible with the national register character of the road. As any of us who have worked in national parks understand, national park sites are not convenient places. They are messy, they have a long natural and human history, and to say we value those histories on the one hand and then propose to alter them to suit our administrative or operational needs is contradictory, and counter to the spirit and value of these places.

Topic Question 3:

3. The preliminary plans mention the possibility of a shuttle bus system. We think this is perhaps the easiest and cleanest solution to the traffic congestion issue. It would also be more conducive to bicycle use along the road, removing the need for a separate pathway. Bicyclists could be accommodated by striping the paved sections of the road, as is the case with the inner road along Jenny Lake. Another option would be to make the Moose-Wilson Road a one-way road, preferably from the north to the south. We could see compromising with access allowed from the south to the Granite Canyon Trailhead parking area, but in general, one-way traffic should go north to south. Even if it were to run south to north, it would still probably significantly reduce the traffic congestion on the road. A one-way road should curtail the use of the road as a transportation corridor for the purpose of commuting to the Jackson Hole Airport or local work sites. We know this would also create inconvenience for people wishing to use the Moose-Wilson for wildlife viewing, and access to Death Canyon, and LSR, but like the historic register comments above, parks were not designed for public convenience. A one-way road should greatly reduce traffic and congestion on the road which would go a great distance in achieving the park goals of resource protection and visitor enjoyment. The park, of course, already has an example of a successful one-way road along Jenny Lake. We recognize the Jenny Lake Road has alternatives easily reached, as opposed to a one way direction for the Moose-Wilson Road. But making the corridor one-way truly makes the Moose-Wilson Road a park destination, not both a destination and a transportation corridor.

Topic Question 4:

It appears to us the heart of the growing congestion arises from the major developments within Teton Village and along the Village Road. Teton County, by approving the large scale developments along the village road, has insured a significant growth in traffic accessing the park through the Moose-Wilson Road. This development has also probably made necessary a four lane highway between the village and the town of Wilson. This development threatens the very qualities the county and all of the other boosters in Jackson Hole claim they wish to preserve.

We also believe this development will increase pressure to build a more direct access from the Village to the Jackson Hole Airport. Realigning the Moose-Wilson Road could easily increase the pressure to build a bridge over the Snake River through the park.

And as these kinds of projects usually play out, the federal government will be asked to do the building. As tax payers, as well as former park rangers, we would resent federal tax dollars going to support a small, wealthy community along the Village Road that feel they need fast and convenient access to the airport at the expense of a world class national park. We believe it is important for the park's future to avoid building new infrastructure along the Moose-Wilson Road or making significant changes to the character of the historic road.

Overall, we are pleased that these preliminary alternatives do not include any widening or straightening of the road in order to accommodate a higher volume of traffic. We believe the fundamental issue is maintaining the Moose-Wilson Road as a primitive, historic road, with access to a special area of the park, with possibilities for inspiring views, wildlife encounters, and visitor experiences of personal discovery, as opposed to it being a transportation corridor for residents of Teton Village and the expanding developments along the Teton Village Road.

Finally, we appreciate the hard work that has gone into the scoping and development of the current

published alternatives. We look forward to the opportunity to comment on future alternatives as they are developed and published.

Comments: Park Rangers for Our Lands is a group of former National Park Service Rangers interested in land use issues that impact the resources and values of the units of our national park system. Most of us have enjoyed long careers with the National Park Service, and while we have left the service we have not lost our passion for America's most treasured landscapes.

Our organization has members residing in Utah, Colorado, New Mexico, Arizona, California and Washington D.C.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 122

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Topic Question 1:

Preservation of wildlife habitat. The expectations of park visitors, have been for too long ,been coupled with an ability to rely on they're own private automobiles for access through critical wildlife zones of habitation.

Topic Question 2:

Physics 101: Mass of vehicle, velocity of vehicle, volume of vehicles. A formula when compounded by third variable trumps any attempt to preserve a safe, hospitable environment for less formidable varieties of life.

Topic Question 3:

Perhaps a reconfigure of route from sawmill ponds to LSR, larger parking facilities at LSR and Granite, and simply closing off the remaining route to all motorized vehicles; creating a sanctuary for both the native four legged inhabitants and peaceful, restorative respite for the two legged invasive exotics.

Topic Question 4:

Perhaps we could accomodate bicycles along this route as well.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 123

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Topic Question 1:
Alternative D with a separate pathway.

Topic Question 2:
Closures

Topic Question 3:
A viable bus system with connections throughout GTNP. This alternative is more ecological, reduces traffic, insures safer viewing in moving vehicles by reducing drivers, reduces parking needs and complements a pathway for those less able to enjoy a full out of vehicle experience.

Topic Question 4:
A separated pathway is necessary for the safety of those choosing environmentally friendly alternative transportation. Alternative D includes this needed access and also reroutes the Moose-Wilson road away from important wetland and wildlife habitat.

Comments:

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Correspondence: 124

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Topic Question 1:

I think Alternative "D" best addresses the problems associated with the Moose-Wilson Road, such as congestion, wildlife habitat preservation, and safe walking/biking. A separate pathway is definitely needed. Grooming in Winter is also a good idea.

Topic Question 2:

Strategy A is unacceptable; B still has biking on the same road with the cars; C doesn't address the wildlife habitat preservation

Topic Question 3:

No, I think strategy D is a good overall plan

Topic Question 4:

I appreciate the opportunity to comment, as a part-time resident who uses the Moose-Wilson Road all the time in the summer, and the Granite Canyon trailhead in the winter.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 125

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Correspondence Text

Topic Question 4:

It would be OK with me to improve the north end of the road as proposed. Leave the unpaved part of the road unpaved, as is, regardless of the proposed bicycle path, which if it happens at all should not be paved either! There is no reason why bicycles cannot be used on dirt roads, we do not have to pave the universe for them. Country roads do not need to be straightened for bicycles, a couple of mirrors on trees, and the lowering of speed limits, would solve the problem. And if this path is ever approved it should not be cut so it is in the meadows! Ugly, harassing to animals, scary to horses and disruptive to migration paths.

There already is a perfect bicycle path to the park along the highway, complete with amenities such as a tunnel, crosswalks etc. How much of this do we "need?"

Comments: I attended the open meeting regarding the Moose Wilson Road management plan. In talking with Superintendent Vela I learned that the four alternative plans are basically suggestion groups. I take this to mean that an individual who wishes to comment on the plans does not have to support any particular plan and that I can support any of the suggestions that have been proposed in part or in full. This does not seem clear to the general public, and Pathways has been lobbying via email for plan "D." I think Pathways is way too powerful in this community, and their funding seems unlimited. Not fair to those of us who have other thoughts and interests. And not appropriate to "lobby" and pressure the public in this way!

I support ALL of plan "D" EXCEPT for the proposed bicycle path. And I have a few comments regarding proposed use of the road. I believe that if there is absolutely NO commercial traffic allowed on the road the danger to bicycles, animals and hikers would be greatly reduced. And the lobbying for a bicycle path

would be a moot point.

If the speed limit on the road was reduced to 15 mph and PATROLLED bicycle riders would be much safer. If we have to live with a bicycle path it should NOT be sited in the meadow but rather to the side of the road, perhaps along the old JY fence line. The road should be improved, the potholes filled, but the road should NOT be paved in the area that is currently unpaved, nor should any bicycle path that goes along the Moose Wilson Road be paved.

Any consideration of "tours" is a commercial use. If tours are allowed there should be restrictions on size of groups, to under 10, as horse travel is restricted on the trails, for obvious conservation oriented reasons. Any use of the road for a bicycle race should be prohibited.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 126

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Topic Question 1:

I think the gravel section of the road should be paved while keeping the speed to 25 mph. I also think a pathway needs to be included to travel safely through this section of the park. Plan D seems to address some of these concerns the best.

Topic Question 2:

I think you should be able to travel from Wilson to Jenny lake without going through three entrance stations. There should be a way for only one.

Topic Question 4:

What about thinking about buses as in Zion National Park?

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 127

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Correspondence Text

Topic Question 1:

National parks should be for wildlife and people. Park access promote environmental understanding and appreciation of the Park's mission. Bicycle paths have tremendously increased access to GTNP and most environmentally attractive access. Bikes first and cars second should be the motto.

Topic Question 2:

A through C are the wrong path so to speak. Only D with modifications will promote park access. relocate the road, build a path, keep the speed limit at 25.

Topic Question 3:

have two bike paths, the current road as a ski/bike/hike path and the new road/path combo

Topic Question 4:

Keep up building the bike paths. we need to get people out into the park but not in more cars,.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 128

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Topic Question 1:
Option D.

I applaud the Park Service for opening up this project for discussion with the public. Traffic congestion on the Moose-Wilson road continues to grow. The traffic jams of cars stopping in the road to view wildlife are dangerous for people, oncoming cars and the wildlife they are viewing. A separate bike path would allow people on foot and bike to travel with out danger of getting hit by vehicles. Provide winter access (northern winter parking)at Death Cyn Road junction. Maintaining narrow winding slow speed character of the road. Realignment of road to protect wetlands habitat. Provide turnouts in strategic areas. No commercial traffic. Limiting road/vehicle based tours in a way that reduces traffic congestion; by numbers allowed and scheduling times when those with permits can use the corridor.

Topic Question 2:

- A- doing nothing to the Moose-Wilson corridor accomplishes nothing. Has no bike/pedestrian path
- B-Has no bike/pedestrian path
- C- Has no bike/pedestrian path

Topic Question 4:

Consideration of a shuttle bus system during peak traffic times such as June to Labor Day.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 129

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Topic Question 1:

The most important value to consider is preservation of the natural resources for future generations of Americans to enjoy & appreciate. The best strategy for achieving this preservation is to significantly reduce the use/traffic on the Moose Wilson corridor and insure that all users go there primarily to visit destinations within the corridor. Alternative B would accomplish this better than the other alternatives. However, I feel all the action alternatives are unduly complicated. I would propose a one-way road with some rather straightforward restrictions that should be applied to all users equally. I outline my thoughts on this in the comments section below.

Topic Question 2:

Most of the strategies in Alternatives C & D would, in my view, do an inadequate to poor job of achieving the purpose of preservation of the natural resources for future generations.

Topic Question 3:

One-way use of the road has not been presented & I think it would address most of the congestion/traffic/multi-use issues that need to be considered.

Topic Question 4:

See below.

Comments: The Moose-Wilson corridor represents an extraordinary concentration of rare natural resources. The corridor's geology, ecology, flora, fauna and its spectacular scenery and serenity are not equaled anywhere else in the park. I believe we have an obligation to protect and preserve these resources

for many future generations of Americans to come. These resources represent not only our heritage; they also provide an opportunity to teach all Americans about the natural world and its relevance to the mental, physical and spiritual health of humanity.

With these values as my basic premise I propose that making Moose-Wilson a One-Way corridor would be a solution that addresses most, if not all, of the issues that have been raised. To me it seems the best option for the following reasons:

1. It would immediately reduce all traffic (vehicular and other) by 50%. For sustainability reasons this reduction is essential.
2. It would emphasize the road's natural & scenic value & it would de-emphasize it as a traffic corridor - something that really no park road should be.
3. It would be safer for BOTH cars and bicycles as each could have their designated lane with no hazard from oncoming traffic. An appropriately slow speed limit would need to be strictly enforced.
4. It would require all travelers on the road to go past BOTH Teton Village and Jackson - thereby bringing business to both communities.
5. It would complete the "loop" that the Pathways advocates have so strenuously sought.
6. It would involve very minimal disruption/alteration to the existing road & hence less impact on wildlife, less cost, etc.

If a One-Way road is given serious consideration there remain questions about wetlands protection, trailhead access, occasional road closures, etc. But it seems to me that the One-Way road alternative is the simplest approach, it addresses most of the issues of overuse, and it is fair to all interest groups because all users would have equal, one way access.

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Topic Question 1:

I have re-read the alternatives A-D and ask that you consider another option: a one-way road. Although I understand this would be very unpopular with many people - at least initially - it seems to me the best option for the following reasons:

1. It would immediately reduce vehicular traffic by 50% -for sustainability this reduction is essential.
2. It would emphasize the roads ecological & scenic value & de-emphasize it as a traffic corridor - which no park road should really be.
3. It would be safer for BOTH cars and bikes as each could have their designated lane with no hazard from oncoming traffic.
4. It would necessitate that all travelers go past BOTH Teton Village & Jackson - thereby bringing business to both communities.
5. It would involve very minimal disruption/alteration to the existing road & hence less impact on wildlife, less cost, etc.
6. It would complete the loop that the Pathways advocates have so strenuously sought.

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

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 131

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Topic Question 1:

Alternative B, in my opinion as a 25-yr. resident of Moose and user of the Moose-Wilson road, is by far the best alternative, especially, because 1) it reconfigures the north section in a very effective way, 2)it does not redesign but merely improves (by paving) the south section, and 3) it also provides the most fair and efficient way to control volume-related congestion while still allowing visitors coming from the north or from the south access to the LSR.

Topic Question 2:

Alternative D - by putting in an entirely new bike path - does the most damage to the park. Paving over 8.5 acres of pristine park just to serve a special interest group is not in any way consistent with the goal statements and desired conditions put forth in your Management Plan.

Topic Question 4:

Thank you for doing such a thoroughly good job with your preliminary alternatives.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 132

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Topic Question 1:

First, my husband and I are 24 years fulltime 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. I fully support Strategy B, 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 & gate is an excellent idea. This will prevent drivers from both directions from using Moose/Wilson as a speedway to get to either Teton Village or GTNP's Moose entrance. People can drive through town or Spring Gulch. Good idea to restrict commercial use of the road, including taxis and tour buses.

Topic Question 2:

(Caps intended!) 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.

Topic Question 3:

If we truly valued preserving habitat and protecting wildlife, we would stop all drive-through traffic on the road, including bicyclists. Drivers/bicyclists from Teton Village and from Moose would end their journeys at the 2 parking lots proposed for the LSR Preserve in Alternative B.

This will never happen given the economics and special-interest groups in JH.

Topic Question 4:

I would suggest an addition to Alternative B; that is, the Park considers closing the road to vehicles one-day-a-week so pedestrians and bicyclists can enjoy the road without cars. This is an option stated in Alternative C.

Comments: I'm very grateful to GTNP for its thorough analysis and explanation of each Alternative. Clearly, tremendous effort and thought went into this report. Thank you for letting us review them and give our input. It's too bad that our Congressional delegation chose to stridently comment on rumors. No wonder nothing is getting done in DC.

**PEPC Project ID: 48252, DocumentID: 60898
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Topic Question 3:
close all of the road N of the JY preserve- Leave south end to preserve open as is.

Topic Question 4:
You should not be expected to cater to every whim of locals and travelers at the expense of this important wildlife habitat corridor-your mission demands protection and the very least intrusion.

Comments:

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Topic Question 1:

Plan B would work if traffic were limited to one way south in the months of July and August. In-holders could be admitted by south gate personnel or by a key card-operated lift gate. Retractable tire busters would be required in the south gate southbound lane and fencing on either side of the gate might be required.

Topic Question 2:

Limiting vehicle numbers per unit time would be a difficult job at best. Closing the road to vehicular traffic on weekends (inferred) would be tough on out-of-state visitors.

Topic Question 4:

See below

Comments: We initially opposed plans for an entrance station, believing it would generate more traffic and were somewhat appeased by assurances that large vehicles would not be allowed on the road. Traffic has increased greatly. Large vehicles are not allowed to go north, but nothing keeps them from coming south.

We oppose a new, separate bicycle path and feel strongly that more roads or pathways should not be made through this wonderful wilderness. (One of the signatories to this letter would ban bicycles entirely on this road as many of these people appear to believe that they are immune to rules of the road and they endanger their lives and those of others.)

The idea that days or hours be set aside for north or southbound traffic is just not feasible for those of us who would like access to our homes during those "off" times. There is but one lane at the south entrance and if people are lined up for access, we and our guests would be held up, perhaps for hours. Maybe you should consider moving the park entrance gate to the Granite Canyon trailhead and let the traffic jam commence there. After all, Jack Neckels said you could move the gate if it didn't work out in its present position.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 135

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Correspondence Text

Topic Question 1:

I don't find any alternative that would limit two-way traffic for locals attractive so I would lean to the "do nothing" option as being preferable to any option that would restrict Teton County registered vehicle traffic.

Topic Question 4:

My priorities for the corridor are:

1. Pave the existing unpaved section.
2. Improve the road to Death Canyon trailhead, and keep the trailhead in more or less the same location. Moving it back one mile would significantly impact a great first hike for toddlers. Combining the road with White Grass road would make sense.
3. I am an avid road cyclist but see no need for a separate path - if the main road is paved. The road could be widened slightly, and the speed limit needs to be strictly enforced. Moving the road east the ponds on the north end seems OK as does moving the north junction to Chapel Road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 136

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Correspondence Text

Topic Question 3:

in the northern section where the road is next to the wetlands, I would reroute the through road to the east so it goes through the sage in a straighter line, but I would keep the existing dirt road as a wildlife viewing road with a 15 mph speed limit that is enforced.

the park has only a few wildlife hot spots for people to have their dream come true and see moose and bear. this is the best one. it would be sacrificing one of the main purposes of the park - to let me have a thrilling experience of the wild - to the God of traffic. that would really be a tragedy.

if traffic calming requires destroying wild areas and destroying the parks single best wildlife viewing area, then the park should not take on the job of calming traffic.

Topic Question 4:

a bus shuttle to Jenny Lake.

Comments:

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Correspondence Text

Topic Question 1:
See Comments Below

Topic Question 2:
See Comments Below

Topic Question 3:
See Comments Below

Topic Question 4:
See Comments Below

Comments: Comments 9/1/14

I would like to see every one of the goals amended to state: Preserve, restore and improve the natural resources within the corridor. Maintaining resources at the current level is not aspirational enough - we can do better. We need to consider who/what benefits from any changes made to the corridor. We need to truly evaluate our human impacts within the corridor over the last 75 years. Instead of thinking of ways to accommodate the increasing number of humans and their desired uses within the corridor, we need to focus on limiting human impacts which means limiting the numbers of humans and permitted uses. Resident growth of the Jackson Hole area in the last 30 years and the impacts of tripling the full time resident population, has contributed more than anything to the increased human impacts on the corridor. Local business and commuter needs should be the lowest priority when considering the future of this

national treasure. The Blue Ridge Parkway in North Carolina is a prime example of limitations on commercial and commuting traffic access in an area that is far more populated than Jackson Hole. Please look at what is/is not working in our other national parks.

Any approved Management plan should include all of the next eight items:

1. Include education via signage at trailhead kiosks that restrict all human-caused noise/voice levels, including any emulating from electronic devices, which interfere with the natural soundscapes. My worst park experiences have been related to visitor noise impacts. I really do not know when I will want to float the Oxbow again after a large "multi-family group floatilla" screamed their way from the Dam to Pacific Creek. Somehow blaring music and constant cell phone ringing is not conducive to taking in the beauty and tranquility of GTNP.
2. Provide electronic traveler alert signs to inform visitors of traffic congestion, full parking lots and potential wait times and give possible opportunities to choose an alternative route before entering the corridor or one lane limited roadways. The Death Canyon access road is of most concern.
3. Close the entire corridor to vehicle and bicycle road and pathway access from 9pm - 6am (dusk to dawn). The NPS would have the authority and flexibility to restrict corridor access anytime to protect any park resource. Most of the wildlife moves around during these hours and are very difficult to see. Wildlife does not need to be stressed with nighttime encounters.
4. All new and improved roads will be constructed to emulate the slow speed, narrow winding character of the present Park roads. The entire Moose - Wilson main road will be a paved road. The negatives of dust, noise, swerving vehicles to avoid ruts, and closures due to maintenance on the gravel roads far outweighs any benefit from slowing down traffic. There are other ways to deal with speed control issues.
5. All commercial traffic, including taxis, will be prohibited within the corridor with the exception of: permitted licensed operators limited to a specific number of resourced - focused, road - based commercial trips that provide a broad array of interpretive topics.
6. All parking areas within the corridor with more than 20 spaces will have restrooms. The addition of restrooms in other areas of GTNP has been a very appreciated and necessary improvement! With the increase of use Moose-Wilson needs these!
7. Commercial horseback riding, all hiking, snowshoeing, and guided skiing in the Sawmill pond area will be phased out. The area around Sawmill Pond is such a sensitive wetlands, wildlife abounds there! Every time I pass by here and see someone venturing across/around "the pond" I look to see what might be "flushed out".
8. Winter maintenance and trail grooming will end between Sawmill Ponds Overlook and Granite Canyon trailhead. Being a backcountry skier, I feel that the same area can be accessed without the plowing and maintenance of this section. A new route to the Valley trail from the Sawmill Ponds area may need to be established.

I believe Alternative D is the plan that meets most of the goals outlined on page provided all of the 8 points above and the following are incorporated into D.

• Do not incorporate a new Multi-use pathway along the Main Moose Wilson road. The disturbance and increase in development takes away the flavor of the corridor. I do not like the area of the pathway leaving the roadside (basically around the hilly, curving section) and creating a new, impediment to migrating wildlife. Too much additional pavement will be added for how many users? I am an avid cyclist and have ridden Moose Wilson countless times over 40 years. In its present state, this is an advanced ride, not for an inexperienced, novice rider let alone a family with small children. To make this road more accessible to the relative small numbers of cyclists for more human development impacts is not justified. The true beauty of the corridor can truly only be experienced when you get out of car; or, off the bike and walk-hike!

• A maximum number of vehicles per day for the corridor need to be established. Upon a certain percentage of days per year (when the road is open) where the maximum numbers are exceeded, this will trigger a required transit plan implementation with the eventual elimination of all other vehicles. It is

important that this is part of this new plan. If not, then when the transit only solution is needed for managing the corridor, then the delays in implementing a "new plan" will again take many years. I am not fond of reservations for a daily activity verses a multi-day activity like a backpacking trip or Grand Canyon trip. This sounds too difficult to manage.

Thank you for considering my comments. I look forward to participating in the future solutions for the Moose-Wilson corridor.

Sincerely,
Gail Jensen

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 138**

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Correspondence Text

Topic Question 1:
Alternative 5 gives the park the necessary flexibility .

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 139

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Topic Question 1:
ALTERNATIVE (A)

The NPS has made an issue of the wildlife movement in this area by closing some horse and hiking trails and other access to the area ALL season to protect the elk...and during the SPRING to protect the wolves and their pups and the grizzlies and their cubs. ANY ACCESS TO PEDESTRIAN AND BIKES IS CONTRADICTIONARY TO THIS CAUSE.

Since the area is restricted in width wildlife movement is concentrated unlike other pathways in the park...and two legged humans are on the lower end of the foodchain so a safety issue exists here...especially since cougars are now also present.

Topic Question 2:
(B), (C), and (D) for reasons stated in Question 1...PLUS the issue of thousands of trees to be removed.

Topic Question 3:
NO

Topic Question 4:
Alternative (A) is not a perfect solution because it does not solve the increasing traffic issue but the

condition of the road itself is a limiting factor. The notes in question (1) strongly outweigh the arguments for change.

Comments: We live just south of the Poker Flats toll station and have used the road for many years to access the park and the chapel. We have wonderful wildlife in our area including: elk, moose, wolves, coyotes, cougars, black bears and grizzly bears. The current road is not disruptive to their habitat a but a pathway in this sensitive area could be. We do not use the road for routine trips to the airport as the alternative is faster with less traffic and much smoother and less damaging to the car.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 140

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Correspondence Text

Let me explain my interest in the Moose Wilson corridor. I am not a resident of Wilson or Wyoming. I have been coming to this area for the past 4 summers from FL & hope to return next year as well, I rent a small condo in Wilson for 4 mos. I come here for the weather, wildlife, scenery & wildflowers. I have made NUMEROUS trips on MW road in the many mos I have been here. Most often I am looking for & at the wildlife, occasionally it is the shortest route if I am headed to Moran Junction & beyond. Even when it is not my main objective if I see wildlife I am always ready to stop & enjoy. I have reviewed the four plans & find that neither one has all the answers if taken as a whole.

What I would like to see is 1. Pave the unpaved section. After the rains of this summer that section is as bad as I have ever seen it & I probably won't drive on it again in the next month before I depart the area. The holes are so wide & deep you could lose a VW in some of them. I don't want to ruin my car. 2. I oppose the bike path, there are plenty of places for bikers, let's not destroy this sensitive area any more to cater to a few. 3. I do support rerouting the most northern section of the road along the berm to emerge north of the park entrance station in Moose. 4. Lower the speed limit. 5. Have a few more "pull outs" so we can pull over when viewing wildlife. 6. Might I also suggest, in the short term, that the vegetation along the edge of the roadway be cut back a couple feet to improve drivers' vision going around some of the sharper curves.

Any improvements should be in the best interest of the wildlife we are here to enjoy & admire without unduly limiting access to the people that come here for that purpose.

Cece English

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 141

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Correspondence Text

Topic Question 1:
Alternative A.

Topic Question 2:

I have been coming to the R Lazy S with family and friends for over 10 years. Please prevent the bike path and allow commercial horseback riding from Saw Mill ponds. This amazing area has been open to horseback riding forever and should be Grandfathered in! This is so unique and amazing for us to be able to ride and enjoy the scenery and wild life in a safe environment. I come from the Aspen Colorado area and we feel so blessed to be able to enjoy riding through all the historical ranches while at the beautiful R Lazy S Ranch. I don't believe there is enough bikers to even warrant this change!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 142

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Contains Request(s): No Type: Web Form
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Correspondence Text

My wife and I have been coming out to Wyoming for the last 14 consecutive years. One of the reasons we come is to escape the activities of the large city. We believe that there are few enough untouched ares in the continental US and that great care should be taken to protect and preserve them for the benefit and enjoyment of future generations.

The construction of a bicycle trail through the Moose - Wilson Road will significantly impact the natural environment. It is not needed and should not be constructed.

The prohibition of reduction of horseback riding (whether private or commercial) through parts of Teton National Park will negatively impact the enjoyment of many; this is the primary purpose of our visits to this area.

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:

I prefer the strategies presented in Alternative B, with the exception of paving the presently unpaved portion of the road. I also think that the winter trailhead on the north end should be at the Death Canyon Trailhead junction. These strategies would best protect habitat and wildlife, and would enable visitors to continue to enjoy the corridor for its resource values and for recreation that is compatible with those values.

An unpaved section of road will continue to provide visitors with a slow, back country road experience and discourage use by those who just want a relatively quick drive from point A to point B.

A winter trailhead at the Death Canyon Trailhead junction as opposed to one at Sawmill Ponds or the Murie Ranch road junction will divert use away from the restored area, and will continue to provide access to high quality, one-day back country skiing and ski mountaineering opportunities.

Topic Question 2:

Creating a separate pathway would not achieve the goals and desired conditions for the fundamental resources and values identified within the corridor. On the contrary, it would degrade park values. Thousands of trees would be cut and the width of the corridor would be significantly increased, creating a greater impact on wildlife, and diminishing the visitor experience of travelling on a narrow, scenic road.

Topic Question 3:

Public enjoyment and appreciation of the historic White Grass Ranch should be encouraged. Motorized

access should be provided for disabled persons and for those participating in authorized functions. This might be accomplished by limited use of the White Grass Road. If that is not feasible or desirable, consideration should be given to improving the existing Death Canyon Trailhead road as far as the ranch and creating a new parking area there instead of at the White Grass Road junction, as in Alternative C.

Topic Question 4:

I prefer that the unpaved portion of the road remain unpaved. However, if it came down to a choice between paving that section or constructing a pathway, I would prefer the former.

Adaptive management of traffic and public use will be necessary in order to fine tune the strategies.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 144

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

Topic Question 1:

Adding a pathway should be a high priority. Step out of the office in Moran on any summer day and see how many folks use the Jenny Lake pathway - it's simply amazing! The same is true for the pathway along WY 390 - - connecting these assets is a no-brainer!

Topic Question 2:

Reducing and limiting traffic flow is a very big mistake. The last thing we need is a reservation system to drive down the road. I can't imagine that ANY Teton County WY residents are in favor of this decision.

It's bad enough that reserving camp sites is so difficult during peak summer months. It seems strange that one would need to also reserve the right to drive down the road. This change will make me use the park less often.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Topic Question 3:

Why does the plan not include public transit?

Topic Question 4:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot,

bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that are good for the environment - like multi-modal transportation and smart transit. Think about all of the visitors in Teton Village that will have to drive around.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Comments:

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Correspondence Text

Topic Question 1:

D. Bike paths provide a safer alternative means of green (human-powered) travel. Despite impacts on wildlife, there are many miles away from roads for wildlife to roam.
Death Canyon Parking - current or White Grass location. Maintain closer access to mountain trails. It's already a long way up into Death Canyon, and there's already a road in place here. Let's keep it so that more people can enjoy the park and reach more of its special places.

Topic Question 2:

Bad Idea traffic management - two days off or hourly pulses,...very hokey. Bound to aggravate visitors and locals alike. If keeping part of the road dirt is what it takes to limit traffic, fine. But don't implement something that park employees are going to loathe explaining. Reservations?...will give the public a bad vibe.

Topic Question 3:

Include an access trail from White Grass Parking area to Valley Trail going North.

Topic Question 4:

Ensure that winter grooming is available along the Moose Wilson Road.
Groomed XC skiing would allow more people to appreciate and use the park, and grow the number of people who can appreciate and protect Park values.

Comments: I favor:

- Winter Grooming
- Bike Path
- Death Canyon Trailhead in/near current location
- Convenient parking during spring for ski access around/beyond Phelps Lake. It's somewhat ridiculous and contrived that when LSR is shut down, and no one is around, that you can't park roadside and head up to Open Canyon without having to park a couple of extra hundred yards away.
- Create more pullouts for slow traffic

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Correspondence Text

Our ranch and horseback riding experiences for the past 14 years at the R Lazy S Ranch have been one of the highlights of our year. We appreciate and treasure our rides through some of the most beautiful countryside in Grand Teton National Park. We have ridden the Moose-Wilson corridor every year, and it includes most of the riding trails we love.

We respectfully suggest you prevent bicycle paths in that area since it would require the destruction of thousands of trees plus potentially create conflicts between wildlife and horseback riders. There seems to be a very small percentage of bikers compared with the horseback riders from all the neighboring ranches.

We would also like to see the continuation of commercial horseback riding from Sawmill Ponds. The rides through the Whitegrass Ranch area are very special to many of us.

Thank you for your consideration,

Cherie and Larry Day
Alamo, California

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 147**

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Correspondence Text

Topic Question 1:
Alternative D. It's the best for the environment. This option allows for a separate path for people enjoying the space outside the car. It also is best for keeping the road slow and narrow and not disturbing wildlife

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 148

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Notes: Preliminary Alternatives Public Open House Comment 1 of 6.

Correspondence Text

Question 1: Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

Limit motorized access. Leave things the way they are and allow only bikes, foot traffic.

Question 2: Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

The NPS has no obligation to appease the Teton Village, private enterprise boosters! Your mission is to preserve and protect wildlife. You are under No obligation to make everything more accessible to the average visitor. either close the road to motor vehicles, or at most make it one-way.

Question 3: Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

I'm disappointed that closing the road to motor vehicles wasn't proposed as an alternative. It was mentioned by many folks in their initial written comments. Why was it not presented?

Question 4: What other comments or suggestions do you have?

We need to be able to project into the future. The way Americans live w/ vehicular access to virtually everything is not going to last. If this corridor existed in Europe, there would be much more radical alternatives presented b/c that culture understands and appreciates just how RARE this area is. Someday America will be forced to join the rest of the world. The NPS ought to have enough forward thinkers to help speed this process! Park values and visitor convenience are directly at odds. What would the Muries do?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 149

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Contains Request(s): No Type: Park Form
Notes: Preliminary Alternatives Public Open House. Comment 2 of 6.

Correspondence Text

Question #1. Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

Alternative A - no action
But add lots of speed bumps to cut down on unnecessary traffic.

Question # 2. Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

Alt. D should be taken off the table - too much impact.

Question # 3. Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?
(other side)

Question # 4. What other comments or suggestions do you have?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 150

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Notes: Preliminary Alternatives Public Open House. Comment 3 of 6.

Correspondence Text

Question #1. Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

*PLAN A. no action. seems to achieve the goals set forth by the Park of Plan B for traffic management

- The only deviation might be signage at N & S entrances regarding enforced speed limits, traffic congestion or wildlife on the road. Driver could decide whether or not to proceed.
- This gem of a road is about the only remaining relic of the past. Once changed, no turning back.

Question # 2. Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

PLAN D - - A disaster NO!

A bike pathway is not needed. From personal experience, bikers have not shown to be good stewards of others rights. A sense of entitlement to go wherever. a myriad of options for biking adventure available now.

Commercial access - - Alltrans, Photo groups, taxis. Again, from personal experience traveling the road, I have been passed by speeding vehicles on a mission, specifically All Trans.

Question # 3. Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

Question # 4. What other comments or suggestions do you have?

In regard to groomed x-c trails. Part of the adventure is setting ones own path. No grooming needed here!

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

Thanks for opportunity to comment.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 151

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Notes: Preliminary Alternatives Public Open House. Comment 4 of 6.

Correspondence Text

Question #1. Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

D is possible & I'm happy w/ A.

Question # 2. Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

C. I really dislike C the most. If tourists are here, over the two days road closed to thru traffic, they miss out.

B. Don't like B because it is a beautiful corridor & couldn't see whole thing - if gate is closed too much a real problem - esp. if don't know when.

Question # 3. Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

if airport traffic is a problem in the AM, don't open road until 7 or 7:30 beyond LRP.

Question # 4. What other comments or suggestions do you have?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 152

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Notes: Preliminary Alternatives Public Open House. Comment 5 of 6.

Correspondence Text

Question #1. Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

Carry forward: A - (no action always important)

B - limiting through traffic is vital to addressing the constantly growing traffic in the corridor.

Question # 2. Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

(Do not carry forward)

Option D is the worst in terms of wildlife & habitat impact & should NOT be carried forward. Bike use is a teeny, tiny portion of use & creation of separate pathways would bring a new use & users into conflict w/ moose, deer, grizzlies, etc.

Question # 3. Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

- Through traffic 1-way only?

- Cutting of traffic completely @ LSR, with 2-way from each side at the gate. (No through traffic except for emergency & park service). This would limit short cuts to airport, speeding & reduce overall traffic impact more permanently.

Question # 4. What other comments or suggestions do you have?

The goals should be to protect wildlife, habitat & reduce traffic & conflict with wildlife. This is a very special portion of the park that should be seen as a national treasure. - - Not a backyard playground for special interests & commercial development @ Teton Village.

Thank you for allowing an opportunity to shape alternatives earlier in the EIS process than usual.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 153

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Notes: Preliminary Alternatives Public Open House. Comment 6 of 6.

Correspondence Text

Question #1. Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

Reduce traffic speed AND enforce it. Allow NO through traffic. Using the Moose-Wilson corridor as a commuter route is in direct conflict with the mission of the National Park. Use design elements to discourage speeding & off road driving & parking. Speed bumps might be really good device to discourage speeding.

Question # 2. Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

I think a separate bike path would be too disruptive, contribute to habitat fragmentation, increase amount of pavement. I question the need for additional bike path opportunity in the Valley.
I'm concerned that all the proposed construction would in itself be harmful to habitat preservation & wildlife capability to thrive.

Question # 3. Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

Consider one way traffic to LSR preserve from both North and South.

Question # 4. What other comments or suggestions do you have?

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

This is a park - the mission is to preserve wildlife habitat & make possible for visitors to observe & experience intimate contact with the natural world and the creatures that live in it.

If we mess with it sufficiently, it can have unintended consequences that can discourage the possibilities for healthy wildlife eco-system profoundly.

A visitor experience in the park w/o a healthy & varied wildlife population is not what the Park is for.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 154

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Correspondence Text

Topic Question 2:

I almost never complete such public comments, but am concerned here. My family and I have spent much time in the area and consider the area under consideration to be a national treasure. Two things:

1. Please don't put a bike path on the Moose-Wilson road. So few park users ride bikes on a proportion basis. We are concerned people who explore the park on horseback. I say this as a bike rider myself - - it destroys so much pristine wooded area.
2. Please don't close commercial horseback riding on the Sawmill Pond Trails! This is the sole means by which my family has seen the area. Seeing the park by horseback is truly unique.

Topic Question 4:

See above! But especially - - please don't close the Sawmill Pond Trails to (commercial) horseback riding.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 155

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Correspondence Text

Topic Question 2:

It came to my attention that you were considering adding a bike trail and limiting commercial horseback riding in parts of the moose-wilson corridor. I was disappointed about the bike riding, but shocked about the horseback riding. I can imagine, I suppose, that it would be enticing to offer a bike path along the road. It's certainly scenic and beautiful. However, with only 3% o park users potentially using the trail I'm not sure it justifies the loss of more that 3000 trees. Also, to be honest, people in that area are dumb enough in their cars, getting out and stopping traffic to take pics of moose and bears. Do we really want to increase he potential for wildlife/human contact and idiocy? Lastly, what about the horses on and around the trail. Horses hate bikes and to me, horses are much more important in this area. There's plenty of bike trails in Jackson, let's leave this are to the horses. It's historic, it's the way it's always been, and it seems like it's just very "Jackson Hole" to priorities horses over bikes. Let the bikers go a different way.

Next, you're considering eliminating horseback riding along the Sawmill Pond Trails. Really!? This is one of the most unique areas of the park and has been used historically for over 90 years. I remember as a kid one of my most fond memories was riding through Whitegrass Ranch and now this will be inaccessible. I just don't get it. It's been fine for years, why change it now. Dude ranching and horseback riding are part of Jacksons history and culture and this moose-wilson road area with it's beautiful trails and trees and wildlife is it's Gem. Eliminating commercial horseback riding anywhere in this area will prevent scores of youngsters and curious wildlife lovers from experiencing the grandeur of the park in the most unique of ways on horseback.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 156

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Correspondence Text

Topic Question 2:

A bicycle path on the Moose Wilson road is unwise. First of all it would destroy thousands of trees in a pristine wooded area. Second, it increases the potential for wildlife and horseback conflicts. I would not like to meet a moose just after it has been spooked by a bicycle. Third, only 3% of park users are on the current bike path. The cost benefit ratio of the bike path seems heavily weighted to cost. In a time of budget shortage for the NPS, I think the funds could be put to better use elsewhere.

Closing commercial horseback riding on the Sawmill Pond Trails is also unwise.

It is a unique area of the park which allows horseback riding without causing conflicts with other park goals. Commercial horseback riding has been going on in this area of the park for over ninety years with minimal conflicts and minimal requirement of park management. It is unclear why the park is considering eliminating commercial horseback riding on these trails. The trails in this area are unique and safe. The trails are used to access the Whitegrass Ranch, Sky Ranch and Trail Ranch, all historical dude ranches in the park. Trail rides to these old ranches help tell the story of the Teton Mountains, Teton National Park and the history of humans in the area and their relationship to wildlife.

Topic Question 4:

Trail riding in Teton National Park is a great pleasure and it is why I come back to the area year, after year, after year. I have seen wildlife on horseback that I probably would not have seen on foot and certainly not on a bike. As a life long Easterner, I have been able to see animals that I would not have had the chance to see outside of a zoo. Bison, moose, elk, bear, wolves, owls, osprey and eagles are just some of the wildlife I have seen while in the park on horseback. In addition there is a serenity that comes with riding through the woods on horseback, the way that generations have done before you. No phones, no computers, no

TV, no machines, just you and the Great Outdoors. The building of a bike path and closing trails to horses would limit or alter this experience for generations to come, and that is a shame.

Comments:

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Topic Question 1:

I support Alternative D as the preferred option. It will encourage Park visitors to get out of their cars and experience GTNP in an intimate way. It will also provide safe access to families on bikes, disabled people in wheelchairs and other visitors, while potentially reducing vehicular traffic on the Moose-Wilson Road.

Topic Question 2:

While Alternative D is an inclusive option, Alternatives B and C are exclusive. Gates, closures and diverting traffic to other outlets in the valley are all impractical, exclusive solutions. Furthermore, wildlife don't exist in GTNP, they live throughout the valley; shifting traffic burdens to other thoroughfares will only further endanger wildlife.

Topic Question 3:

Any proposed alternative should include a pathway.

Topic Question 4:

As a former valley resident, I'll defer to a visitor's perspective on this issue. After all, this is a national resource, not just the backyard of passionate valley residents.

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

environment. - - David Axelrad, in a letter to the JH News & Guide dated January 15, 2014

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 158

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Correspondence Text

Topic Question 1:

Option D- -best balanced approach -keeps cyclists off the road and gives visitors another way to see this area.

Topic Question 2:

excessive reliance on road closure to manage traffic. Give people a choice if it is too busy- -they can walk or ride the path.

Topic Question 3:

Don't think the path has to be within 50 feet of the road.

Topic Question 4:

Would have to post warning signs about wildlife on the path as you do on the hiking trails. Carry bear spray- -etc...

Comments:

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Topic Question 2:

*No bicycle pathway on the Moose-Wilson Road

It would destroy over 3000 trees in a very pristine historical wooded area.

Increases the potential for wildlife and horseback rider conflicts.

With only 3% of park users currently using the bicycle paths, we just don't see the benefit of such a large and disturbing project.

*Do not close commercial horseback riding on the Sawmill Pond Trails

It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?

This area offers access to unique and safe horseback riding trails unavailable in other parts of the park. These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

By taking interpretive rides through these historical ranches, we help reach a park's goal to protect and maintain cultural resources as important links to the human history of the Moose-Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Comments: My husband and I and our family have been returning to Jackson Hole yearly since 1988, sometimes twice a year, from Pennsylvania. Teton Park is a gem and we have noticed increased traffic over the last few decades as people discover what we love.

We have been guests at the R Lazy S those years and have enjoyed many rides throughout the valley. The R Lazy S has been in existence for many decades and has been a supporter of the Park and a good neighbor...

We are greatly distressed to learn that the Park Service has decided in 2 of their 4 proposed plans to consider banning commercial use horseback riding in the Sawmill Pond area which has become a personal favorite of ours. There is nothing more peaceful than riding through the tall stands of trees just south of WhiteGrass to the MoosePond overlook. We do not run into hikers, bikers, just an occasional moose or elk...I see absolutely no benefit to denying horseback riders access to this area. Conversely, it would greatly diminish the experience. We love riding across Trail Ranch, White Grass, Windy Point. It's the one ride we MUST do at the ranch...I can tell you in the years of riding there, we have never run into other riders. It's not heavily used, which makes it heavenly.

Over the years, as Teton Park has become more popular, some areas where we have ridden, are no longer horse friendly...Years ago we took a four lakes ride, starting at Leigh, Jenny, then to Taggert, Bradley...But running into hikers on those trails altered our rides...It was no longer feasible to do them.

Many of the travelers to Teton Park are from the East Coast, where we don't have open spaces and big sky and access to this terrain...Our time out West is something we cherish. It renews our spirit so that we can return to the grind. I understand the need for planning, but banning horseback riding in that area is a BAD idea...Let it be...

As for Bikers along the Moose Wilson Rd...Again, not a good idea..There are adequate numbers of bike trails in the valley that this one corridor isn't needed...There are hikers that may be alarmed by bikers, and the speed and the surprise element of bikers is enough to alarm elk, deer or other animals, putting them into danger's way along the road. The speed of the bikers would increase anxiety in the wildlife population, which might alter their behavior, reproduction... So, no bikes, please....

I sincerely hope you read and listen to what I, and I hope others, are telling you, and that you don't do something that is irreversible that will negatively impact the experience that we have enjoyed the last almost 3 decades...If it isn't broken...don't try to fix it...

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 160

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Correspondence Text

Topic Question 1:

Alternative D because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area highways, including the main National Park route, which will

inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 4:

A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add public transit and commit the National Park Service to a community partnership as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Comments:

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Correspondence Text

Topic Question 1:

I think that bicycle paths in the Sawmill area are a huge mistake. They are a distraction to drivers, but , more importantly to take away trees and the beauty of seeing horses on the trail, will change the the landscape. Part of the beauty of that area is that it hasn't been changed or altered too much

Topic Question 2:

No bicylcle paths..same as the above

Comments: My group that travels to a dude ranch in that area every July, felt like we found the perfect spot. We had been to many other ranches over the years. When we found the one in your area, we felt like we had found a second home. We come to have beautiful rides and enjoy the beauty of the Teton area. Please don't ruin it by giving a small percentage of people bike paths. I work at a recovery room in Orange county. I cannot tell you how many bike riders are admitted to trauma every week. They swerve out of their lanes and get seriously injured. They also distract drivers. Please..Keep the horse trails and do not cater to such a small group..thank you. Carol Meade

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Correspondence Text

Topic Question 1:

D or B appear to be a solution that works. I am intrigued that a bike option is being proposed in light of the wildlife intrusion/management. I would think that D without a bike option would accomplish the goals. (I am a bike rider and while a connection thru M-W Road would be nice it is somewhat absurd to have bicyclists intermingling with 'dangerous' wildlife on a regular basis. We can't always get what we want....)

Topic Question 2:

A. because you (NPS) say you must do "something" to alleviate the issues at hand (wildlife, traffic, etc.) and C because it is too exclusionary.

Topic Question 3:

As stated, I like D but would not include a bicycle option.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 163

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Correspondence Text

Topic Question 1:

I prefer alternative D as the best balance of the stated project goals.

Topic Question 2:

Alternative A - the do nothing alternative does not address any of the current issues and at best defers the problems even though the pressures, particularly related to traffic volume continue to increase.

Alternative B - I fundamentally disagree with improving road conditions for the purpose of limiting motor vehicle impact. Motor vehicles inevitably travel at the speed the road supports and paving the Southern stretches of the Moose-Wilson corridor will only encourage more vehicle use and faster vehicle speeds through this sensitive corridor. I also disagree with a time varying gating policy as this creates a random road access policy. It is one thing to limit speeds such that the road retains its rustic nature and facilitates park and wildlife viewing but using time varying gating which to any individual user is random will force visitors and locals alike to turn around at either the Northern or Southern gates at seemingly random times only to journey all the way around and through Jackson. From a big picture environmental protection point of view this just increases fossil fuel use, carbon footprint and vehicle traffic on both the roads leading to the randomly closed corridor and county roads as motorists must backtrack after learning of closures.

Alternative C has similar concerns to B

Topic Question 3:

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

If a suitable and safe two way corridor plan cannot be created I would support one way traffic. Ideally traveling from North to South to discourage the use of the Moose-Wilson road as a short cut to the airport for visitors running late would retain vehicle access and reduce issues with heavy traffic from both directions simultaneously. A North to South one way orientation would preserve the character of the road as a park facility and allow closure of one entrance station as another is planned to open reducing maintenance and manpower costs.

I support a multi-use human powered path through the corridor though personally I believe the current road is safe for cyclists but I am more traffic tolerant (and dirt road tolerant) than many riders. I would strongly support use of the existing Snake River dike and portions of the circumference road within the LSR center as a multi-use human powered travel path as the dike is an entirely man-made structure built and maintained via taxpayer dollars. In terms of environmental impact a multi-use path on such an artificial structure makes more sense to me than felling trees to widen a road or build a path.

I would support a single Northern entrance station rather than two separate stations. Ideally such a single park entrance station would be located East of the Snake River bridge such that visitors with lengthy questions can simply be pointed towards the new visitor center as opposed to the current configuration where visitors with questions have already passed the visitors center. Building, maintaining, and staffing dual entrance stations in Moose is not very efficient.

Topic Question 4:

- Whether shared with motor vehicles or separated I would strongly support maintaining human powered access to the Moose-Wilson road for bicycles and other non-motorized users. The park took a great leap of faith with the current path to Jenny Lake and the current use of that path is a great statement about how visitors will get out of their cars and experience the park under their own power when given a safe option to do so. Grand Teton could take a lead in this area and finally begin moving the national parks away from the motor vehicle dominant policies of past decades. The Tetons have always been a park where active involvement in the landscape whether via mountaineering, river rafting, horseback riding or hiking are key. Please continue this positive trend by creating solutions to the Moose-Wilson road that involve human powered travel.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 164

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Correspondence Text

Topic Question 1:

Alternative B - - with some tweaks: The "Visitation Experience" goal is "to provide meaningful opportunities to experience and enjoy the rustic charm... of the NW corridor."

That includes experience on horseback. However, the disingenuous premise in all four NPS alternatives is that all horseback riding in Poker Flats is commercial. In fact, non-commercial, recreational riding actually exceeds the commercial rides. We appreciate that the Park will grade the Poker Flats parking area, but it should accommodate more than six trailers. There should also be trailer parking at White Grass.

Topic Question 2:

Leaving the southernmost 1.8 miles unpaved would be a big mistake. It costs the Park more to grade the potholes three or four times every season, especially after big rains, than to pave it once and be done with it. The apparent main reason for NOT paving it is to minimize traffic. That obviously is a faulty premise since the data indicate a substantial increase in traffic over the last decade. Part of the traffic problem will be obviated by realignment of the north end of the road to intersect with the Chapel Rd. Southbound traffic will have to have Park passes. The problem with Alternative C is that the Plan leaves unanswered the question of which two days? Both bikers and horseback riders will want Saturday; so Plan C, while reducing traffic, will create a tension between bikers and horsemen between whom we have spent years building an alliance in the Bridger-Teton Forest.

Plan A leaves in place all of the current problems (axle-busting, unpaved road in the southernmost 1.8 miles; free access for non-pass holders going south; minimal and unmaintained parking for horsemen at Poker Flats and at White Grass.

Topic Question 4:

To reiterate part of the answer to Question No. 1:

- ~ Make the Poker Flats large enough to accommodate at least 10 horse trailers;
- ~ Don't keep reducing the number of horse trails in the M-W area (premised, falsely on the notion that all of the riding is commercial);
- ~ Create horse trailer parking at White Grass;
- ~ PLEASE pave the southernmost 1.8 miles of the M-W road.
- ~ Realignment at the north end is an excellent strategy.

Comments: Thank you, NPS planners, for composing four lucid plans and for expressing them both in writing and on readable maps. They are all helpful and intelligent, and they model imaginative thinking in attempting to carry out the very reasonable, articulated goals.

I know that my colleagues in the Back Country Horsemen are as grateful as I am for the opportunity to comment.

We are aware that GTNP is a National Park; yet we who live in Teton County are also citizens of the nation and are frequent and avid users of the Park. Other than the week-long guests of the R Lazy S Ranch (horseback riders) and the many out-of-state motorists who use the M-W Road as a shortcut from Moose to the Village during their brief stays, we who live in the Valley, and our out-of-town guests, are the ones who do most of the riding, hiking, biking, skiing, snowshoeing, and observing wildlife in the M-W area of GTNP.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 165

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Correspondence Text

Topic Question 1:

I think that keeping the Parks as natural and limiting any kind of "mechanical intrusions is important.

Topic Question 2:

experiences horseback riding in the park:

" No bicycle pathway on the Moose-Wilson Road

o It would destroy over 3000 trees in a very pristine historical wooded area.

o Increases the potential for wildlife and horseback rider conflicts.

o With only 3% opark users currently using the bicycle paths, we just dont see the benefit of such a large and disturbing project.

" Do not close commercial horseback riding on the Sawmill Pond Trails

o It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

o Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?

o This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

o These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

By taking interpretive rides through these historical ranches, we help reach a parks goal to Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Topic Question 4:

Keep the parks for walking, and riding, and non motor vehicles in the trails areas. Nature is for those willing to respect it, not the motor viewer.

Comments: At the age of 69, I discovered the beauty of the National Parks. Listening to the sounds of nature is hard to find in the city. If Bikers either riding or motoring are around, they are way to competitive and not interested in the beauty of silence and the sounds of the park.

Please allow us to not destroy that last bastion of peace and tranquility that we have. Once it is gone, it is irretrievable.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 166

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative A is the only strategy that should be carried forward to meet the needs of all visitors to the area. It allows access to the corridor at all times during the specified months.

Topic Question 2:

Alternatives B,C,D which involve restricting traffic in some manner are unacceptable. Visitors to the park who would not know in advance about possible closure of the road would be turned away and would miss an important area of the park. They would probably be upset about not being able to access the area without a reservation or only on certain days when they might not be in the area. We use the Moose-Wilson corridor almost daily during our annual stay in the Jackson area. Driving from the Aspens or Teton Village, it is the most convenient way to access the park. Trying to plan a return from a hike to only go through the corridor at a specified time, or to have to make a reservation would be ridiculously unwieldy and inconvenient. Further, restricting motor vehicle traffic would force more vehicles to drive through town, which is already too crowded. Also, there is absolutely no need to have pedestrian access. For those who want to hike, there are many other wonderful trails. There is no purpose in walking the length of the corridor and back again. Plus you would need even more parking at each entrance.

Topic Question 3:

I would favor Alternative A, but add some improvement and possible widening of the road. If you allow bicycles, they should be on a separate multi-use pathway, not sharing a narrow winding road with motor vehicles, which creates a safety hazard for everyone. Pull-outs for wildlife viewing are nice, but it may be difficult to identify exactly where to locate them. This is not as critical as having full time access to the corridor with motor vehicles. Toilet facilities at Granite Canyon would be nice also with a larger parking

lot. But again, I would sacrifice that to have unrestricted access to the full length of the road at all times.

Topic Question 4:

I know you are looking at many factors, but please consider those residents and visitors who live or stay near the Granite Canyon entrance who would be terribly inconvenienced at having to drive all the way around through town to access the park, or to have to make a reservation. I am totally opposed to a reservation system which would become burdensome for park staff (and would probably require hiring more staff or outsourcing). Reservation systems can become inaccessible or not function properly, and only cause a great deal of frustration for those trying to use them. (Just ask anyone who has ever tried to make a reservation to stay at Phantom Ranch in the Grand Canyon!) And please consider the short term visitors to the park who may not have advance information about road closures or the need for a reservation. You would have many upset and angry people, who should be out enjoying the LSR preserve or trying to spot wildlife instead of getting upset with the NPS because they can't access the Moose-Wilson Corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 167

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Correspondence Text

Topic Question 1:

It seems best to go with Alternative A to avoid the problems presented by each of the other alternatives.

Topic Question 2:

Alternatives B,C,D are encumbered by the restrictions on traffic at certain times fo the day; not knowing what those times are in advance. If you hike in the park in the morning and find you can't get back to the area of the Aspens, Teton Pines, Teton Village and Wilson conveniently, you will simply direct more traffice through the town of Jackson, causing even more traffic congestion and pollution. Closing down for two days a week would not allow people to enjoy the park conveniently if they are only here for a short time.

Topic Question 3:

Providing a bike lane would be advisable for safety reasons, but do not restrict access for vehicle traffic to the reasons mentioned above.

Topic Question 4:

The road improvements could be very simple and still utilize Alternative A by simply filling and grading the unpaved portion of the road more frequently.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 168

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Correspondence Text

Topic Question 1:
Option D because it gives non-motorized travel an option which does not exist now (safely).

Topic Question 2:
Closures (B&C) would make for increased pollution of our air with cars forced to turn around and/or idle.

Topic Question 3:
I would favor speed bumps on the motorized section.

Topic Question 4:
I do not like Option A as I think that doing nothing does not address future growth which will happen. I also do not think that the current state of the road is safe for non-motorized travel, tourists who stop on the road and for wildlife because of unsafe driving.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 169

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:

" No bicycle pathway on the Moose-Wilson Road

o It would destroy over 3000 trees in a very pristine historical wooded area.

o Increases the potential for wildlife and horseback rider conflicts.

o With only 3% opark users currently using the bicycle paths, we just dont see the benefit of such a large and disturbing project.

" Do not close commercial horseback riding on the Sawmill Pond Trails

o It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

o Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?

o This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

o These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

By taking interpretive rides through these historical ranches, we help reach a parks goal to Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Comments: As much as we love bicycle paths, we dont feel this corridor is an appropriate location to have one. It would not only destroy over 3000 trees in a very pristine historical wooded area, but increase the

potential for wildlife and horseback rider conflicts. With only 3% of park users potentially using bicycle paths, we just don't see the benefit of such a large and disturbing project.

Alternatives that limit horseback riding from Sawmill Ponds could potentially prevent us from taking rides through the Whitegrass Ranch area. We have never seen cyclists in this area!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 170

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Correspondence Text

Topic Question 1:

Alternative B allows for the least change while addressing the congestion and need for traffic pull outs. There are enough bike paths a new one along this corridor would impact the wildlife for the benefit of too few users.

Topic Question 2:

C & D would increase commercial traffic and create an intrusive bike path that we do not need. Especially when you take in the fact that the road is available for use by bicycles during the off season when clear of snow and ice. The increased parking at the Death Canyon/White Grass trail head would turn Phelps lake into a congested party beach, disrupt the bears and wildlife that currently inhabit the area and greatly increase the use of the jumping rock on the lake.

Topic Question 3:

" No bicycle pathway on the Moose-Wilson Road

- o It would destroy over 3000 trees in a very pristine historical wooded area.
- o Increases the potential for wildlife and horseback rider conflicts.
- o With only 3% o park users currently using the bicycle paths, we just dont see the benefit of such a large and disturbing project.

" Do not close commercial horseback riding on the Sawmill Pond Trails

- o It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

o Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?

o This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

o These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

By taking interpretive rides through these historical ranches, we help reach a parks goal to Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Topic Question 4:

Less is more, Continue to restrict trailers and campers, maintain the current speed limit.

Comments:

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Correspondence Text

Topic Question 1:

Please allow horseback riding on the trails thru the area to create the serene atmosphere which we all love. Riding from R lazy S Ranch has been a wonderful experience for many years and should not be altered in any way.

Topic Question 2:

Please do not create a bicycle path along the Moose-Wilson Road. This could only be a detriment to the area because of the speed of the cyclist causing wildlife to be affected negatively.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 172**

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Notes:

Correspondence Text

Topic Question 1:
A or D, it would be nice to have a bike path but not necessary to let our residents and visitors to enjoy the road or area.

Topic Question 2:
B and C, it should be maintained as a two way road to allow access to the LRP from either end of the valley

Topic Question 4:
the road works in it's current state, if it ain't broke, don't fix it.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 173

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Correspondence Text

Topic Question 1:

I am in favor of option "D". I believe the longer term health of our National Forests and National Parks is highly dependent upon voluntary donations from the general public. To ensure the growing number of donors needed to offset the reduction in government funding, we need to capture the minds and hearts of our youth and young adults. To do this I favor any and all plans which with limited impact allow our children and young adults to experience the beauty, majesty, and wildlife within our National Parks and Forests. Option "D" seems to provide the most direct, low impact and highly enjoyable experience for all participants. By getting these future donors out of their cars and onto a safe bike/walking/wheel chair accessible path, we can instill the love of nature into future generations and help to ensure the longer term preservation of these natural wonders.

Topic Question 2:

Any project which does not improve the quality of the existing road is a mistake. As it is currently configured, the dirt portion of the road a hazard to both motorists and cyclists. As it has substantial traffic, it seems to be growing wider and rougher and detracts from any enjoyment of the beautiful scenery and wildlife. As stated in my answer to question #1, above, I have a great concern, our parks and forests are going to suffer as federal funding is continually reduced. This lack of investment and maintenance capital, will damage our wild and beautiful places. By providing a easy and enjoyable access, we can help to minimize the impact on the environment, while ensuring the public generosity needed to maintain our natural wonders.

Topic Question 3:

It is vitally important to design and build points of access which get the general public out of their cars and

into at least a small portion of the wilderness. The Moose Wilson Road corridor is already a valuable access point from which to enjoy GTNP. The JD Rockefeller Preserve has greatly increased the "out of car" use of the M-W Corridor and further improvements which make it even easier and more attractive for "out of car" experiences should be considered.

Topic Question 4:

I believe this comment process is an excellent approach to improving access and enhancing the quality of experiences along the Moose Wilson road corridor

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 174

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Correspondence Text

Topic Question 1:

Further research on reducing traffic as mentioned in alternatives B, C, and D should be conducted. The traffic issue is a major one for the Moose-Wilson corridor. This area is a special place of GTNP and should be managed to minimize human impacts on the abundant wildlife and flora of the area.

Topic Question 2:

A and C don't plan to re-route the road away from sensitive wetland habitat. I think that this is an important issue that should be addressed. Riparian habitats are important for everything from valuable wildlife habitat (I have seen countless moose, beavers, great blue herons, great grey owl, and many other birds using the area), to important ecosystem processes (nutrient cycling, erosion control, water issues). Also, plans A and C allow taxis to use the Moose Wilson corridor as a viable route for either picking people up from or transporting people from the village to destinations (ie airport). This has been a consistent nuisance while trying to enjoy the flora and fauna of the MW corridor. Because time means money to the taxi drivers, they tend to speed and also pressure other drivers through tail riding etc. This corridor is not intended to be a "quick" route from the village to the highway and should be managed accordingly.

Topic Question 3:

Additional alternatives to public transportation to visit the Moose Wilson corridor are warranted. Perhaps, encouraging people to park at the visitor center and then walk or bike to the areas would be a good idea (especially to the close popular areas, such as the overlook). And/or a shuttle service (hourly or several times a day) out of the visitor center that highlights the history, wildlife and flora of the area would allow visitors to see the Moose Wilson corridor while limiting the number of personal vehicles.

Topic Question 4:

As a resident of Teton County, the Moose Wilson Corridor is one of my favorite areas to visit to access hiking trails and to view wildlife/flora of the GYE. However, the traffic that uses the road as a thoroughfare from the Village to the highway is extremely annoying. Taxis and other folks driving the road simply as a route are oftentimes speeding and rudely drive to discourage other people from driving appropriate speeds through the park. I have seen a car rolled over on the road this summer, which is indicative of the speeds some people reach while on the road. This is not only annoying, but also a major threat to the wildlife that use the area. Moose, bears, elk, mule deer, beavers, muskrats, great grey owls etc. are some of the amazing wildlife that use the area and call the Moose Wilson Corridor home and ensuring their safety and ability to exist in GTNP are absolutely critical to upholding the vision of the national park system, as well as influential people of the area (Muries, Rockefellers etc.). Also, not sure if the park can do anything about it, but I have been told by several visitors staying in Teton Village that their navigation systems on their phones direct them through the Moose Wilson Road from the airport. This must add an exorbitant amount of traffic through the corridor that is absolutely unnecessary! The navigation systems should be taking tourists through the main highways.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 175

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Topic Question 1:

For the most part I think that Alternative D is the best alternative. It provides the greatest degree of both winter and summer access to the greatest variety of transportation. I especially like the emphasis on bikes, on limiting commercial operators and winter grooming of the unplowed road.

Topic Question 2:

I think the idea of having a reservation system and limiting cars going into the Moose-Wilson corridor is a terrible idea. There have been many studies on highways that show that this type of 'pacing' never actually works to reduce traffic. It will just move the backup from in places on the corridor to the entrance points on the corridor eg the entrances into GTNP. Having a reservation system will simply create greater backups at park entrance and will also inconvenience those who are headed into the park to access Granite Canyon. Pacing to limit traffic never works and simply moves back up or creates a back up when one does not exist. This also requires considerably more man power.

Topic Question 3:

I think that it is very important to maintain good access or at least equivalent access to this corridor in the winter. Access to Granite Canyon TH and Death Canyon TH is very important to maintain for safety concerns to back country skiers.

Another thought is to look at what may happen if the entire corridor was plowed in the winter time

Topic Question 4:

Serious consideration should be given to plowing the entire corridor in the winter and grooming the multi use pathway for use by cross country skiers.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 176

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Correspondence Text

Topic Question 1:

My first choice among the 4 preliminary alternatives is B. My second choice would be D. B: emphasis on the corridor as a visitor destination in GTNP is absolutely necessary & obvious; curtailing vehicular and pedestrian/bicycle traffic for wildlife seasonal use reasons at "certain peak periods" is important; re-aligning the paved road at the north end from Saw Mill Pond through open flatter terrain to connect with the inner park road beyond the Park entrance station makes sense. D: I support a separated bike/pedestrian pathway, especially from Moose to LSR Preserve.

Topic Question 2:

D: I do not like the proposed hourly vehicle limits and use of a reservation system to limit vehicular traffic jams. I do not think these measures would work and would anger park visitors. A: The condition of the corridor from Poker Flats/Teton Village Park entrance station to the paved section at the old JY Ranch entrance is terrible, my family just drove on it Labor Day, we had to detour all over the dirt road to avoid deep potholes. "No action" as the strategy here is unacceptable! I think this section needs to be paved. Vehicles will not be speeding on such a narrow, winding, tree-lined road.

Topic Question 4:

My personal use of the proposed Separated bike/pedestrian pathway on the Moose-Wilson Road would mostly be with my family including my disabled adult son. Ever since the Park pathway opened we have visited the Park most week-ends to walk on different sections of the current pathway from Dornan's to Jenny Lake. We walk slowly, usually 2 miles roundtrip. My son is severely autistic and non-verbal, but he expresses great joy in these outings.

Comments:

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Correspondence Text

Topic Question 1:
See comments below

Topic Question 2:
See comments below

Topic Question 3:
See comments below

Topic Question 4:
See comments below

Comments: Moose Wilson Road Comments

After reviewing the alternatives that the Park Service has developed I have the following comments to make regarding the Moose Wilson Road issue.

1. I have been struck by the complete absence of one alternative which I find has not been considered and which would have seemed to be the first logical alternative. That alternative would have been to consider leaving the road as it is (like Alternative "A") and simply add a detached bike pathway. It is my recollection that the genesis of the original issue was about the bike path that was incorporated into the transportation plan and approved. Then somehow it all morphed into radical plans to do all sorts of other things from one way traffic to limits on trips.

2. The second observation I have is that the alternatives do not seem to acknowledge that this road is not a destination in and of itself but rather a very important utility that provides access to important resources in the Park. These resources, among other things, are the trailheads to Granite Canyon and Death Canyon, The Rockefeller Preserve and the Murie Cabin site. All of these resources are of the highest importance to the public that is entitled to enjoy the Park experience. Using the road in an unfettered manner is essential to that experience.

3. I do not believe the Park Service has considered the impact that closing the road and/ or making it one way would have on the Park visitor, particularly those staying in Teton Village. There are 3,000 visitor beds within 200 feet of the entry to the Park at Teton Village. Most of these visitors will travel into the Park via the Moose Wilson road to enjoy their National Park. If it were a one way road, consider the circumstances of a visitor who might like to visit Phelps Lake: They would have to drive to Jackson, then north to Moose and then down the road to the Death Canyon trailhead. Does that make any sense? You would have increased traffic on the State and Federal roads. You would have increased air pollution, which would add to global warming. Would that be good for the animals in the Park? Why have these impacts not been considered? This just flies in the face of all the environmental efforts that are currently being made.

4. Then consider the visitor who comes from, say Des Moines, and only has a day or so in the area but has heard about the wonderful hike up Death Canyon. He arrives at the ranger station in Teton Village or Moose only to find that the road is closed except for bikers and pedestrians or possibly has been limited out. This member of the tax paying public now has needlessly been denied the enjoyment of the Park. This is not going to be a rare event but will be an ongoing frustration to the public that wants to enjoy the Park and also for those that will have to enforce some ill-conceived plan. Put simply, it is a public relations' nightmare.

Finally, I would suggest that an Alternative "E" be added that would state that the road be upgraded to some level, realigned where necessary to avoid wetlands and sensitive habitat, and a bike/pedestrian trail be built as a detached element. I see absolutely no necessity in limiting the traffic since this road should be managed by speed limits that would discourage simple through traffic yet allow reasonable and fair access to the Park amenities.

Thank you for the opportunity to comment on this subject.

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Correspondence Text

Topic Question 1:

Commercial horse-back riding should be allowed to continue in the Sawmill Ponds area. This low-impact activity achieves its goal of providing a valuable western experience AND appreciation of wildlife and the natural beauty of the area.

Topic Question 2:

Do not build a bike path here. This would cut down 3000 trees! And biking is not in and of itself low-impact. Nor does it foster an appreciation of wildlife and natural beauty.

Topic Question 4:

People come to this area to get a unique and wild experience. Few areas offer such high-quality horseback riding - - believe me I know!

Comments:

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Topic Question 1:
*see comments

Comments: Access to the Death Canyon Trailhead should not be restricted in the winter months. This is a popular destination for backcountry skiers and hikers. The ability to enjoy these areas in the winter is important to the local community and helps to foster the conservation ethic that is such an integral part of this community and certainly benefits the National Park. For the relative few that wish to enjoy access to Death Canyon in the winter, it is wrong to restrict access and is not in line with the goals and purpose of the National Park.

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Topic Question 1:

To my family, Moose-Wilson is a special place which offers the opportunity to view wildlife and magnificent scenery in a relatively natural environment. We support a modified alternative A to protect this opportunity. If the Moose entrance ranger station were moved to the intersection with M-W road, the traffic could be culled (large size vehicles, for example) and limited/managed as suggested in the other 3 alternatives.

Topic Question 2:

We are firmly against paving the unpaved section of the road as we believe the corridor's value is in its naturalness and feel that paving that section will only serve to increase speed and traffic. We also are firmly against the addition of a pathway for cyclists. There are abundant places to bike in the valley and reducing natural space/adding more pavement on M-W ruins a unique spot. In our experience elsewhere in the park, cyclists do not want to share pathways with hikers; so, there would be a loss of natural quality to satisfy only one group.

Topic Question 3:

Moving the ranger entrance station from its current location in Moose to the intersection with M-W corridor instead of reconfiguring the M-W road would be an easier way to control the Moose end of the road.

Comments: The M-W corridor is special to our family all times of the year: snowshoeing during the winter and hiking/driving to enjoy the quiet when the road is open. We birdwatch and enjoy photographing wildlife and flowers. Along M-W, there is always the opportunity to experience wonder -

in the geology, in the diversity of the flowers and birds and animals. More pavement will detract from that opportunity. If the park attempts this modified version of alternative A, the cost is low, and there is minimal disruption- -far better than changing things and then realizing there was a better way.

Thank you for the opportunity to comment.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 181

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/03/2014 Date Received: 09/03/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternatives B and D relocate the road N of Death Canyon access. This protects the pond areas.

B also has a single entrance station, which is good.

B removes the 1 mile of old road to the whitegrass trailhead (good).

D has a separate pathway for bicycle access along the entire road. This is important.

Topic Question 2:

A and C keep the current road by the moose ponds. This road should be entirely removed.

C and D have 2 separate entrance stations at Moose, which does not make any sense when 1 station would do.

Comments: In summary, I would recommend everything in B, plus the additional pathway in D.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 182

Author Information

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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:

Alternative D should be carried forward, however the proposed reservation system to use the road should be deleted. The reservation system is too cumbersome to use and would impede spontaneity with regard to exploring and enjoying nature.

Topic Question 2:

The following will NOT achieve the purpose for the plan

1. Closing the road
2. Reservation system to use the road
3. Limiting bicycle use to when the roads are clear (For example, snow bikes should be allowed when snow is on the ground)

Topic Question 3:

In addition to the paved bicycle pathway, a dirt single track path for mountain biking should be created. Bicycles are non-polluting, clean, quiet, eco friendly, healthy ways for us and our children to enjoy nature. Unlike horses they don't eat the vegetation nor leave feces on the trail. HELP US GET OUT OF OUR CARS SO THAT WE CAN ENJOY NATURE. Hiking could be permitted on both pathways.

Topic Question 4:

In addition to the paved bicycle pathway, a dirt single track path for mountain biking should be created. Bicycles are non-polluting, clean, quiet, eco friendly, healthy ways for us and our children to enjoy nature. Unlike horses they don't eat the vegetation nor leave feces on the trail. HELP US GET OUT OF OUR

CARS SO THAT WE CAN ENJOY NATURE. Hiking could be permitted on both pathways.

Comments: Please do not close the road to through traffic as it would be a terrible loss for the community as we love to drive the road and enjoy nature. Additionally, we really need to be able to enjoy this area on a paved bicycle and un-paved single track mountain biking trail so that we can get out of our cars as often as possible. Thank you for listening to us.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 183

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:

Alternative D is the best alternative moving forward. It is the most environmental long term as it creates the lowest overall emissions in the region and encouraging guests to experience the park outside their cars, Which also makes it the safest alternative by having a pathway for non motorized use to travel. All is achieved without limiting access to any user group.

Topic Question 2:

B and C with gates and closure times limit access. When open roads will be busier and a lesser experience. When closed, traffic and emissions increase overall in surrounding region.

Doing Nothing (A) doesn't address existing wildlife and safety issues. Parts of road are in need of repair, pull outs for viewing to avoid traffic jams, etc. Only experienced cyclists ride the road and it still feels dangerous. connecting our pathway from the Village to Moose is important.

Topic Question 3:

To reduce traffic in general, working with a transit company during high season to shuttle guests to spots makes sense. (Like Zion) Reducing parking issues and overall emissions.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 184

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

priorities in order of importance:

1. No/no use restrictions beyond current large vehicle prohibition and seasonal closure
2. Build a parallel multi-use pathway before someone gets killed
3. Pave the entire road with such realignment as is conducive with the goals of traffic safety and environmental protection

Topic Question 2:

None of the present alternatives would accomplish the above goals.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 185

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Please limit traffic on the Moose-Wilson road. The primary (and only) goal should be to protect the scenic and habitat values of this corridor. Motorists have plenty of other roads to use to get where they need to go in Jackson Hole. I am a resident and have benefited much from using that road, but I would prefer to protect wildlife values and never use that road again.

Topic Question 2:

Improving the Moose-Wilson road so it eases traffic pressures on other valley roads would be wrong to do. Protect our wildlife and protect tourism. If the valley is ruined, tourists won't come and spend their money here.

Topic Question 4:

Close the Moose=Wilson Rd. to all vehicles, including non-motorized, and limit the number of people who can access the road in a 24-hour period.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 186

Author Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think there bicycle pathways should not be placed on the Moose-Wilson Road.

It would destroy over 3000 trees in a very pristine historical wooded area. Destroying trees takes away a place for birds and is nt good for the environment.

Increases the potential for wildlife and horseback rider conflicts.

With only 3% o park users currently using the bicycle paths, I just dont see the benefit of such a large and disturbing project.

Topic Question 2:

Work with the Lazy R Ranch on alternative for horseback trail riding.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 187

Author Information

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Notes:

Correspondence Text

As a visitor to the Grand Teton National Park I was very concerned to hear about the possibility of changes within the park regarding horseback riding among other things. The plan as I understand it for a bicycle pathway on Moose-Wilson Road would not only destroy over 3,000 trees in the park but would cause two activities to be merged in a way that would not be beneficial to either. Only about 3% of park users currently use the bicycle paths, so we do not see the benefit of such a large and disturbing project.

Closing the commercial horseback riding on the Sawmill Pond Trails would seriously limit visitors from seeing some of the most unique areas of the park. This area has been used for horseback riding for over 90 years with only minimal conflicts and require minimal park management.

Riding on these trails access the historical Whitegrass Ranch area as well as the Sky Ranch and Trail ranch. By taking interpretive rides through these historical ranches, we can help reach a park's goal to "Protect and maintain cultural resources as important links as to the human history of the Moose-Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources."

Thank you so much for taking the time to read my comments and I am sure that the right decision will be reached and the park will continue to welcome guests for many years to come.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 188

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I strongly favor Alternative D as it provides the multi use pathway which we so desperately need. If this pathway is created we would establish one of the great cycling venues in the world and create an entire new dynamic for people to visit the Park. By having a pathway that would have an entire loop from Jackson north to Antelope Flats, over to Jenny Lake and then back to the existing pathway at the Teton Village entrance would be both unique and extraordinary. This would make GTNP an even more special place than it already is and in a very positive way.

Topic Question 2:

Alternatives B and C do not address the need for access by bicyclists which is an enormous oversight. Doing nothing is a default option but we need to recognize the opportunity for what it is.

Topic Question 3:

I would prefer that the road be moved eastward from its existing location out into the sagebrush where it is less intrusive. This could start in the Granite Canyon area, continue behind the LSR and then reconnect with the proposed realignment to the north. This should include a multi use pathway and then you would have confronted all of the divers interests that feel so strongly about this road.

Comments: Please be openminded and thoughtful about this as an opportunity and not a problem which is not the attitude that has prevailed to date. This is an extraordinary opportunity for GTNP. Realign the road in a less environmentally intrusive area, permit vehicular traffic on a fully paved artery, provide a multi use pathway and you will have achieved an enlightened solution to an emotionally charged issue.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 189

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I greatly appreciate the limited development in this corridor and urge the maintenance of such a natural, rural aspect to the area this corridor serves. The priority of this corridor should include park visitation, and that kept consistent with park values, and every effort must be made to limit commercial use of the corridor, keeping this from being a country road serving interests beyond the park's. I support Alternative B regarding Death Canyon trailhead which minimizes visitor impacts while allowing sufficient opportunity for visitation. Allowing visitors to explore as freely as possible with a sense of solitude and opportunities quietly to see on one's own are what now characterize the area and should be pursued to protect that sort of experience for the future.

Topic Question 2:

Alternatives A and C are inadequate regarding altering the road to protect wetland habitat. This road is not appropriate for winter grooming. Commercial traffic should be restricted to that which directly serves visitor activity in the park, park purposes must govern commercial involvement.

Topic Question 3:

I support considering a one-way strategy for this corridor. Timely road closures, including at night seems appropriate for a road that serves park goals, and patterns of closure, I think, could readily be understood by visitors planning their time in the park.

Topic Question 4:

I urge a priority of protecting wildlife in the development of this plan. Auto speed should be regulated with that priority in mind. I have observed speeders frequently on that road, so I know that remains a

serious concern.

Comments: This summer my family experienced seeing Glacier Park through use of their public transport, and that was for us quite a positive experience that I think could be a model for the Tetons. Interpretative tours and a shuttle service could both protect the Park and provide a high quality visitor experience. This summer we also saw a grizzly family along side the road south of Coulter Bay and north of Jackson Lake Lodge. I hope that sort of opportunity can long be maintained in our national parks, but I know continued vigilance and a willingness to adapt policies to new challenges must characterize both park management and our visiting public. We must all be open to change how we encounter the parks, under the guidance of the primary goal of preservation. This is particularly the case given the effects of a changing climate. I look to park leadership to help me know how best to visit the park, how best to govern my own impacts, and I do so in hope that together we can work both to allow wonderful park experiences while keeping this great heritage so that my grandchildren can look forward to seeing so much like I have seen long past the time in which I was able to visit.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 190

Author Information

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Notes:

Correspondence Text

Topic Question 1:
A safe pathway system in Grand Teton National Park, including Moose-Wilson Road and Pathway.

Topic Question 2:
None that I am aware of.

Topic Question 3:
No

Topic Question 4:
The multi-use paths for cyclists and pedestrians will help reduce motorist traffic on roads. A safer solution for cyclists and pedestrians will enhance experience at National Parks throughout the US.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 191

Author Information

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Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I Think that Alternative D should be carried forward. It reduces overall traffic which will preserve the Moose-Wilson corridor. Inspiring and enabling visitors to enjoy the park via bicycle, foot or public transportation is the best option.

Topic Question 2:

Gate closures (Atl B & C) won't work. This will only sift the the number of vehicles to other areas. Keep the road open and slow.

Topic Question 3:

A separate pathway is a saftety need, not a want, and it is the imperative for the Preferred Alternative. No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Topic Question 4:

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 192

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car. Gates and closures are bad solutions to traffic management. Instead, inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, the National Park Service should implement real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlifethat lives

outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add public transit and commit the National Park Service to a community partnership as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors. Alternative D will help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 193

Author Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car. Gates and closures are bad solutions to traffic management. Instead, inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that are good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives

outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add public transit and commit the National Park Service to a community partnership as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors. Ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Topic Question 4:

We need bike only paths in our National Parks. It is a nice way to visit the parks without additional vehicle congestion.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 194

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car. Gates and closures are bad solutions to traffic management. Instead, inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that

lives outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 4:

A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add public transit and commit the National Park Service to a community partnership as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors. Ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 195

Author Information

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alt. D, with a separate bike pathway. Getting people out of cars, onto a complete and safe bike path system, not only reduces car traffic but also improves the visitor experience and protects wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 196

Author Information

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

Correspondence Text

Topic Question 1:

I believe alternative D is the best solution. It reduces car traffic by allowing for more alternative ways to safely travel the corridor. It also allows for a more interactive experience for our tourists, increasing the options for the way visitors interact with our park.

Topic Question 2:

Alternatives B and C are not viable alternatives for locals and visitors alike. Closing the road and using gates only serve to take vehicles from this area and put them on other roads. Visitors and locals will then have to travel further distances in order to use the Moose-Wilson Road area, or be forced to travel out of their way and use more time and resources to get from one point to another. There may be short term gains for the closure area, but there will be much harsher impacts for the surrounding environment.

Topic Question 3:

As a fairly frequent user of the Moose-Wilson Road to get to some of my favorite hiking paths and as a bicyclist, I advocate for a separate pathway. This is a glaring omission in our area pathways, and will continue to see increased use by bicyclists who come to our area to visit Grand Teton National Park as well as by those of us who live here. If it is the NPS' desire to decrease traffic in the area, alternative D is the only responsible way to do this. It is the alternative that supports getting people out of their cars.

Topic Question 4:

I don't know if there are less sensitive (in terms of wildlife and physical environment) paths that could be explored as separation of road and pathway. I would also support moving the road or path as long as the

link between Teton Village and the Park is a constant.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 197

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/04/2014 Date Received: 09/04/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D contains the best balance of conservation and safety. We need a separate and SAFE pathway so that visitors and locals can enjoy the park outside of their car. This pathway would benefit pedestrians, strollers, wheelchairs, and cyclists, and it would cut down on vehicle traffic by giving people another way to access the park. We have a prime success story just to the north on the Jenny Lake pathway. It is pretty incredible to see how many people are enjoying that pathway every day, it's working! Please don't let this opportunity slip by. It is a matter of park enjoyment and SAFETY. How many more accidents have to happen on the park roads before we make a positive change? What would Gabriella Axlerad say? Please build the pathway.

The winter plowing plan included in Alternative D is also superior to the other plans because it maintains the current plowing policies, allowing backcountry skiers to access peaks in the southern part of the range.

The Death Canyon parking plan in Alternative D is fantastic. That is certainly a congested area, and cars end up parking all over the place and trampling the vegetation.

Topic Question 2:

Closures are NOT the answer. They will result in more driving and more traffic/congestion in town because people will end up driving 40 miles out of their way.

Topic Question 3:

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The pathway should be separate from the road.

Topic Question 4:

Thank you for your consideration on this matter, and for listening to our comments. Thank you for including a pathway in your list of alternatives.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 198

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/04/2014 Date Received: 09/04/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe that strategy D would best achieve the goal to protect the park's fundamental environmental resources and values. It provides the best solution to open up alternative transportation in the park, while precluding auto traffic closures which would likely cause vehicles to just reroute to the open sections, as well as the hassles of having to make reservations for a visit.

Topic Question 2:

The road closures in Alternatives B and C would likely just result in increasing the total miles traveled by vehicles in the area, thus would have higher environmental impact and possibilities for detrimental impact on wildlife, namely collision fatalities.

Topic Question 3:

Within strategy D, it specifically precludes bicycle access when snow or ice is present. I believe this clause should be eliminated or revised. There are new bike technologies that are becoming quite popular of late, namely fat-tire all-terrain, "snow bikes" that could well utilize snow-covered trails in much the same way as cross-country skis and snowshoes.

Topic Question 4:

The alternative transportation route in strategy D aligns quite well with the planned pathway from Jackson to Teton Village to be completed by 2015

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 199

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:

Alternative D will provide the best solution. Creating a better pedestrian pathway will help reduce traffic in the park, while at the same time increasing tourism. Cyclists much of the time are better tourists in the park as they understand the fragility of the wilderness.

Topic Question 3:

I believe that more pedestrian pathways is always a great idea. We need to help people recreate in a safe, sustainable, way that keeps the wilderness wild and also allows people to appreciate it.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 200

Author Information

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Correspondence Information

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

Correspondence Text

I agree w the comments submitted by the Alliance. I would like to reiterate the need for alternative transportation along the road & within the Park itself. Having visited Zion NP recently I was amazed at how well their transport system works. We could do the same in Grand Teton, & at the very least on the MW corridor.

More analysis of the studies is needed to make sure we are heading in the right direction. The road needs to be accessible to all types of transport, but must balance the wildlife issues.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 201

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/04/2014 Date Received: 09/04/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D is the best start. Provides a safe alternative for non-vehicle visitors.

Topic Question 2:

Alternative A does not address the problem. Alternatives B and C create more problems than they solve, masking the real issue which is too many vehicles using the road as a thoroughfare.

Topic Question 3:

A North Bridge that would siphon off traffic to the airport and Hwy 89 and should be considered as a strategy.

Topic Question 4:

Some parks such as Zion, Denali, Yosemite offer shuttles, pathways and limit or strongly encourage visitors to park their vehicles while touring the park. We have an opportunity here to learn from them.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 202

Author Information

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Correspondence Information

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Date Sent: 09/04/2014 Date Received: 09/04/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

Limiting commercial horseback riding from Sawmill Ponds could serve a crushing blow to tourism and visitors who visit Jackson Hole for the relaxing activity of horseback riding through the Park. We have vacationed in JH every year with family for over 35 years and trips through Sawmill Ponds area to Whitegrass and Sky Ranch afford us the opportunity to absorb the natural beauty and peacefulness that exists in that part of the Park. We are cognizant of the critical importance of maintaining the beauty of that location...and do all that we can to follow all rules of the Park when, peacefully, riding our horses to and from. Please do not take away that most enjoyable recreational activity by limiting access by responsible horseback riders to the Sawmill Pond Trails. Also, do not put bike paths on Moose Wilson which could endanger the lives of the Park animals by reducing the number of trees that would be cut to accommodate the paths. They need all the tree enclosure possible for safety, foraging, and roaming.

Comments: Since our first visit to Jackson Hole 35 years ago with our, then, children aged 8, 13 and 15...we have made it a point to return every year for a number of weeks every summer...and on two occasions, the winter as well. Our children are now grown and still attempt to return whenever possible to the serenity and beauty of the Tetons, the Snake River, the trees and the animals...and all that encompasses the beauty that is Jackson Hole. We had our entire family (with grandchildren) in Jackson Hole last year to celebrate our 50th wedding anniversary. We have seen much growth in the area...but always in good taste and in keeping with the surroundings. Our enjoyment comes from wandering through the Park...sometimes on foot, but usually on horseback. The horses are quiet observers of the serenity and peace that one experiences in the Park...and we could never be a part of the Sawmill Pond Trails if it were not for the ability to ride on horseback through the area. We look forward to continuing this activity for many more years.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 203

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/04/2014 Date Received: 09/04/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car. Gates and closures are bad solutions to traffic management. Instead, inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 4:

Thank you for your consideration of safe pathways.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 204

Author Information

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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car. Gates and closures are bad solutions to traffic management. Instead, inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 4:

A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add public transit and commit the National Park Service to a community partnership as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors. Ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 205

Author Information

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Date Sent: 09/04/2014 Date Received: 09/04/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I guide bicycle tours in the Tetons and just last month, rode through Moose & Wilson on my way over the pass. This section has high traffic with an inadequate shoulder. I recommend Option D, a separate paved pathway. There is room along the roadway for a separate path that would connect with bike routes coming from Jackson and the one over Teton Pass.

Topic Question 2:

I am not impressed with alternatives B & C because gates and closures will increase traffic on some routes and create a longer ride or drive from Moose to Westbank. Alternative A is not a choice because it does nothing. The trail gap along the Moose-Wilson corridor must be filled.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 206

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am in favor of Alternative D because it seems to best achieve the goals of the plan. I think it better serves the public in regards to safe wildlife viewing along the road.

Topic Question 2:

A & B do not adequately address the need of the plan.

Topic Question 4:

For safety and congestion reasons I am in favor of a separated pathway for cyclists that would connect Teton Village with Moose. It would be a great enhancement for visitors to the park to be able to safely cycle this wildlife viewing stretch and I believe would reduce auto traffic and congestion overall on the Moose Wilson Rd.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 207

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
Alternative D

Topic Question 2:
Alternative A, B, and C

Topic Question 4:
Please make the area accessible

Comments: I visit the area routinely for skiing. I always think I would like to return to the area in the spring/summer/fall with my Mountain Bike. This access would provide the reason to return and spend my vacation time and money in the region.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 208

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I am so sorry to see that destruction of the wildlands is being done to accommodate bicylists. I have seen the damage the mountain bikers do and it is almost as bad as the 4-wheelers, only slower. The bicycles allow hundreds to get out into the far reaches of the wildlands, quick and easy. I have seen trees that have been crashed into - bark torn and branches cracked and hanging. I have been on my horse when bicyclists come rushing from above us, flying over obstacles and scarin the bejeebers out of all of us. They laugh and fly off. Teh damage they do to the topsoil and create trails through brush and over rocks cause runoff that is unintended. When they ride during the wet season, the damage is incredible. Building trails for them is not what they want - they want to make trails, and they do.

Comments: I'd like to encourage the park system to retain the wildness, resist development of any sort, except where minimally needed. There is nor eason to accommodate 4-wheelers or bicyclists over and above the trails that are already in existence. We want to keep our remoteness, not allow it to be invaded. Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 209

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/04/2014 Date Received: 09/04/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Of the proposed alternatives, "D" is my preferred option since it retains the spirit of the park, yet removes human powered folks from the busy road ways. Having a dedicated bicycle-friendly path will encourage family use, further spreading the love of the park system to the next generation.

Topic Question 2:

Gates and closures (B and C) are not an acceptable option as it doesn't eliminate motor vehicle use, but rather directs that traffic to other area. Whereas D would actually get people out of cars.

Topic Question 3:

Something to keep in mind is that this is not a 'want' but a 'need' to increase the overall safety of visitor and wildlife throughout the park. Option D is the natural continuation of the jackson-to-teton pathway. Finally, Option A should be off the table since it doesn't include adaptive strategies to alleviate the traffic, and in all honesty, will not reduce traffic.

Topic Question 4:

As a father of young children & avid cyclist, my wife and I have been forced to avoid parks that are not bicycle friendly/safe. However, having a dedicated pathway plays into family and trip planning.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 210

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Let me commend the GTNP for undertaking this process and recognizing the need to improve the Moose Wilson Rd for the better protection of wildlife and improved user experience.

Alternative D is far superior to the other alternatives.

First, it re-aligns the north section of the road improving wildlife habitat. Re-alignment of the northern sections of the road is absolutely necessary to support a bike path.

Second, it is the only option with a bike bath. The Bike bath is critically important. Without it, the Moose Wilson Rd, will continue to serve as little Yellowstone, where 99% of visitors are driving in their cars, pulling over to look at wildlife from their cars (while idling), and causing bear/moose/elk jams. Biking the Moose Wilson in its current state is completely unsafe. Alternative C's two days a week of access serves little purpose but to aggravate both user groups, and there's still a significant safety issue for bikes on the unpaved southern section, even without cars.

Finally, the traffic management approach in Alternative D is the most palatable of the lot.

Topic Question 2:

Alternatives A is simply stalling for more time. It would be my distant 2nd choice. The Park needs to 'own' the fact that establishing the LSR Preserve has made the current state of affairs untenable. LSR is wonderful, but it creates ever increasing user traffic, all by car, via a poorly routed and maintained road.

Alternative B and C will inevitably result in a North Bridge over the Snake between the Village and the airport. Daily and consistent access to GTNP (North of LSR) from the West Bank and Teton Village is

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

mandatory for the user experience - not only in the Moose Wilson Corridor but in the entirety of GTNP and the Greater Yellowstone Eco. Both of these options result in large numbers of vehicles driving down the Village Rd and looping through town to access GTNP above LSR. It's simply lots more gas burned and CO2 emitted to access the park. It increases traffic on roads that are already jammed during 'peak' hours. The economics of this make a North Bridge inevitable, without a consistent reliable through way to GTNP from the West Bank. It's myopic and grossly irresponsible to fail to consider the impact beyond Moose Wilson Rd, of no through access.

Topic Question 3:

Fundamentally, you are trying to fit a square peg in a round hole. The routing of configuration of the Moose Wilson Rd constrains all 4 Alternatives. There's no way to make that twisting, narrow road to support the needs/mission of the Park. The needs are too great, the traffic volumes too high, and the user groups too diverse. As much as we would like, we cannot make that road work for the future. All the current Alternative inflict significant pain on current stakeholders, pain that will only grow over time and result in foreseeable, but unintended consequences.

Why reroute just the norther Section? You should consider rerouting the entire Rd to the East, with a bike path. Rerouting is a far better solution for all stakeholders (including wildlife) and provides a much brighter future. The existing north and south sections would make nice one-way loops (akin to the Jenny Lake one-way drive). They could be accessed from LSR and return to the "new" Moose Wilson Rd to the East. Or you could shut them entirely, restore the original Moose Wilson sections back to their natural habitat.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 211

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/04/2014 Date Received: 09/04/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am in favor of the two road re-routes particularly because the north road entering into the park at the Chapel intersection is more efficient and the routing away from the springs and berry hillside is less intrusive to the wildlife. I favor leaving the road in its present winding and narrow character that is slower, not for commuting, and safer for both wildlife and visitors.

Although I favor bicycle paths that have been built in the more open areas of the Park, I would oppose them on Moose-Wilson Rd, as they would add another use, more pavement, and more maintenance that would be detrimental to wildlife. I really want to put the welfare of the wildlife highest on the goals of the road use. There are many other areas better for commuting, park access, and scenic viewing. Let's leave this area more pristine.

The Death Canyon road would be better closed to the White Grass Ranch intersection with parking for a limited number of cars.

I favor the 2 roundabouts to facilitate necessary closures. They do work to keep traffic slower but moving. Thank you for providing this opportunity for my input.

Statia Taylor

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 212

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am a strong proponent of Option A. I do not believe that improving the road or adding the bike path are necessary or advisable. My family and I have returned to the R Lazy S ranch each year for the last 15 years to enjoy the relative wildness of the Moose Wilson Corridor, and to ride horses in the part in a respectful fashion.

Topic Question 2:

I think Options B-D will degrade the corridor to such a degree that severe economic damages would be done to the ranch that we love, and I fear that the historic dude ranch experience that has been a part of the park for a century will be lost. Making the changes of Options B-D will not, in my opinion, bring any new visitors to Jackson Hole or to Grand Teton National Park. There are already bountiful opportunities for bike riding, and there are ample broad paved roads for motor touring.

Topic Question 3:

None additional

Topic Question 4:

Please leave the corridor as untouched as possible. The park is full of "broad paved places" and we need to protect the wilder corners from overuse and development. It would be a tragedy.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 213

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Topic Question 1:

Alternative D is Best.

Keep the road the same narrow, slow, rural character

Too much traffic is bad because it detracts from the historical, cultural, resource values

Bikes, transit and pedestrians reduce traffic

Use technology, transit and pathways to reduce cars while enabling quality visitor experiences

Peak traffic is reduced by transit, pathways and technology

Topic Question 2:

The other Alternatives are Bad. Closure is wrong because it causes an imbalance of traffic flow, idling lines and erratic visitor experiences causing huge negative impacts environmentally and to the visitor experience

Other alternatives are costly to the NPS in the long run - without providing multimodal transportation gives the NPS more management options for diffusing traffic in order to preserve the park

Without a pathway, the visitor will be in danger Wildlife and pathways are proven to work well together

Topic Question 4:

Alternative D is good because it is:

1. Best for the environment
2. Best for the visitor experience
3. Best for keeping the same Character of the road - SLOW, NARROW
4. Best for reducing traffic - encouraging active transportation that doesn't involve a car
5. Best for getting people out of their cars and experiencing the environment responsibly

Comments: I congratulate the Park Service for seeing the positive vision of active transportation. I have been down this road many times and I truly value being able to visit and get out of my car. Please let us and future generations experience active transportation. Please, please do not close this access!

Thank you,
George Dykes

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 214

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 2:

" No bicycle pathway on the Moose-Wilson Road

- o It would destroy over 3000 trees in a very pristine historical wooded area.
- o Increases the potential for wildlife and horseback rider conflicts.
- o With only 3% o park users currently using the bicycle paths, we just dont see the benefit of such a large and disturbing project.

" Do not close commercial horseback riding on the Sawmill Pond Trails

- o It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.
- o Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?
- o This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.
- o These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

By taking interpretive rides through these historical ranches, we help reach a parks goal to Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Topic Question 4:

Wyoming is one of the last great frontiers in America, and Grand Teton National Park is the rare open range land with beautiful vistas available to the lucky public who visit annually. Wyoming is also closely

associated with the cowboy, and for years, guest ranches have been a key part of visitors' experience. All of the Dude Ranches, and especially R Lazy S, are key stewards, highly respectful of the environment and trails, and they educate their guests about preserving and protecting the environment. Closing Sawmill Pond Trails to horseback riding would severely impact R Lazy S and potentially other ranches, so much to the point that a leading dude ranch may have to close. There already is an existing fantastic bike trail in Grand Teton available for biker's use. I strongly advocate avoiding the expense / environmental damage of adding a bike trail. Preserve and protect the environment, and preserve and protect the Dude Ranchers of Wyoming.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 215

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Plan D - responds to the public desire for: 1] a full pathway and 2] a southern entry to the park. It fulfills the parks pledge to have a pathway to LSR. The reservation system of D should be removed. Times of legitimate wildlife conflict should be managed.

Topic Question 2:

Plan A does not protect the sensitive wetland portion. And has no pathway.

Plan B has no pathway.

Plan C similar to A

Topic Question 3:

Yes:

Plan D should be expanded to have the pathway moved eastward to the flat sagebrush old road/ horse trail location. This requires less impact to a new pathway being next to the existing dirt road in this section, which requires major tree removal and excessive cost. The north road alignment in alternative B makes the most sense[why two stations] and is the least costly.

Topic Question 4:

The proposed Adaptive Strategy is not acceptable. Occasional shut downs for wildlife conflicts is ok.

Comments: America wishes to see their parks not just in their cars, but on foot, in their wheel chairs or on their bikes. A meandering pathway similar to what is in place from Moose to Jenny Lake is what America

wants today. Parks need to adjust to their customers. Protecting Americas asset can still be maintained

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 216

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/25/2014 Date Received: 08/27/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Dear Planning Team,

I am the Supervisory VUA at the Granite Entrance Station. I was the first person employed by the park to staff this entrance station in January 2001. I believe that my experience at Granite Entrance gives me some expertise to address the various alternatives proposed for the Moose-Wilson Road aka corridor. I enjoy my job and enjoy meeting the thousands of people who come through the entrance each year on their way to experience the grandeur of the park.

There are some factors that the park has no control over that influence the problems currently being experienced on the Moose-Wilson Road. First, the transportation network in the Town of Jackson and the surrounding area is inadequate during the summer season. Both locals and visitors face delays as they try to navigate what is basically a one route road to get them through town and into the park. Second, the Teton Village Complex aka Jackson Hole Ski Resort has experienced a large volume of growth in the last several years. New hotels have been added, existing hotels enlarged, a golf course built, and many new homes added both in the village and along highway 390. Third, most of the hotels and visitor accommodations in the area tell their guests to take the Moose-Wilson Road to see wildlife. One of the questions we constantly hear is "Have there been any sightings of animals on the road?" Fourth, there is a lack of political will to build a bridge over the Snake River on the north portion of Highway 390. I will now address issues that the park can control in the proposed alternatives.

Alternative A

Alternative A is unacceptable. Why would the park spend two million dollars to study a problem that

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

Alternative A defines as a non-problem? Moose-Wilson experiences at various times human v human conflicts caused by impatient locals becoming annoyed with visitors driving slowly to enjoy the area and perhaps see wildlife. Each fall as the berries ripen, we have human v animal conflicts as bears return to feast on abundant sources of food. The unpaved portion of the road is a maintenance nightmare that requires closing of the road for grading and treatment with mag water. That work is expensive and the results are short lived. And Alternatives A-D, make no mention of the Granite Canyon trailhead. That trailhead is used extensively in the summer and to a lesser extent during the winter snow sports season. To do nothing would be wrong!

Alternative B

Alternative B proposes to manage traffic on the Moose-Wilson by providing traveler alerts about the road and closing segments of the road at selected high use periods. Our experience with traveler alerts on highway 390 is that many people ignore or fail to notice them. Recreational vehicles (RVs) and vehicles pulling trailers are already prohibited. There are several signs warning of these restrictions and yet everyday we turn folks around who just didn't see the signs or felt that their driving skills or the size of their trailer should allow them to proceed. The author of alternative B seems to assume that visitors to the park know about all of the park's features and that minds are never changed about what to see or do. Paving the unpaved portion of the road is good.

The idea of building a road that connects to the Teton Park Road at the Chapel of the Transfiguration Road needs to be reconsidered. A road that requires left hand turns on to the park road at the base of Windy Point Hill would create hazardous conditions that might only be mitigated by the installation of traffic lights. Death Canyon gets attention with a moved restroom and other improvements. Granite Canyon with no restroom is neglected once again. At least install a vault toilet at Granite.

Commercial traffic is not a big issue on the Moose-Wilson. Oversized vehicles such as buses and trucks are not allowed. Pickup trucks used for business with drivers having a valid park pass are permitted to use the road. Taxi cabs use the road and the visitors in the cab are charged an entrance fee. Eliminating taxis might reduce the overall vehicle load by 20 vehicles a day. CUA tour groups enter the park in the early morning or evening. Most are in 15 passenger vans or SUV type vehicles. All pay to enter the park.

Alternative C

This alternative is a disaster in the making. And, what is the justification for imposing an arbitrary limitation on the number of vehicles allowed on the road. The park cannot point to a large number of serious accidents, animal deaths, or other reasons for its attempt to limit traffic. The Granite Entrance has maximum park entrance between the hours of 0900 and Noon. After those hours, traffic flows at a fairly even pace before our early evening rush to begin the search for animals. The park service may not like it, but the Moose-Wilson is viewed as a connector road between highway 390 and the Town of Moose by both visitors and locals.

The idea of queuing traffic to use the Moose-Wilson is unacceptable. During our peak time of entrance, we may have more than 30 cars waiting in line to enter the park. Where are the queuing lanes going to be installed. How are wait times going to be established? Who is going to be hired to oversee this great queuing adventure?

The vast majority of traffic on the Moose-Wilson is composed of families driving automobiles. We have a few bike riders each day, minimal joggers, and almost no hikers using the road. There is no justification

for closing the road only for bikes and walkers two days each week.

Alternative D

This alternative has several ideas that are impractical. We have a road with a high use for perhaps two months each year. July and August is really the busiest time for the Moose-Wilson. When the berries are ripe and there is vehicle v bear conflict, the difficulty of controlling traffic makes it appear that there is more road use than there really is. It takes lots of resources to protect the bears and control vehicle movement. Last year, the park stopped vehicles and yet allowed bicycles and walkers to use the road.

The idea of a reservation system for the Moose-Wilson should be rejected out of hand. Who would handle the reservation system? Would VUA personnel be required to look at a computer to see if someone had a reservation and for what time? It is hard enough to deal with park entrance fees without needing to look at additional sources to see who might be allowed into the park? What do you tell people with valid park passes seeking to use the road without a reservation? Is the park service interested in maintaining good relationships with local citizens and visitors on tight schedules?

The idea of building a pathway along the Moose-Wilson should be rejected. To build a pathway will require significant destruction of the environment. What impact will a road, a forest, and then a pathway within 50 feet of the road have on the wildlife? Does the park service believe that every portion of the park must be accessible by bicycle? Why not consider the banning of bicycles from the Moose-Wilson?

Alternatives B, C, and D all suggest that visitors could select alternative routes in place of travel on the Moose-Wilson. There is one alternative route available for visitors wishing to see Grand Teton National Park and that is traveling back through Jackson. The park service could request Teton County to consider the paving of Spring Gulch Road to improve access to highway 89 at Gros Ventre junction. Visitors not wishing to see this park can travel through Idaho and arrive at West Yellowstone.

Summary

1. None of the proposed alternative will solve the issues of the Moose-Wilson. A blend of alternatives B,C, and D could be helpful.
2. The unpaved portion of the Moose-Wilson should be paved. Maintenance costs for maintaining the unpaved portion are too high and the results too short lived. Closing the road for 48 hours during the busy season upsets both visitors and locals.
3. Maintain the ban on buses, large trucks, RVs and trailers. Consider banning pick up trucks with camper shells installed.
4. People with valid park passes have an expectation of using the road when they desire. Do not attempt to implement a reservation system, queuing, or selective road closures.
5. Coordinate the placement of the Moose Entrance Station and the location of the Moose-Wilson road junction with the Teton Park Road.
6. Do not build a pathway along the Moose-Wilson. Not all parts of the park require bicycle access. Environmental damage too great for the proposed benefit for a few bike riders.

7. Warning signs are easily missed or ignored by visitors. Do not rely on signs to solve problems.

8. Consider making improvements at Death and Granite Canyons.

Thanks for considering my comments.

Jim Kleine

[REDACTED]

Driggs, ID 83422

[REDACTED]

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 217

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Dear Rangers,

I urge you to preserve the historic Moose-Wilson Road that many of us treasure as a choice place to view moose, bears and beavers. My suggestion is that we make the road a one way road in the section that runs by the ponds, for that is a bit dangerous at times.

My idea is to make use of the road the homesteaders had starting at the Saw Miff Ponds running south along the bench. This would provide a second scenic drive with a lot of room for pull-outs so people could enjoy the beautiful views below. Many people are not aware of this area because they do not take the time to park their cars and walk. This road loops back to the original road after a short distance, but it would take some pressure off of the most dangerous place to have traffic jams.

Thank you for hosting the open house on August 28th and for the opportunity to express our opinions.

Sincerely,

[REDACTED]
[REDACTED]
Moose, WY 83012
[REDACTED]

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 218

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/27/2014 Date Received: 09/02/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Dear Superintendent Vela,

I would be appalled if any changes were made to the dirt portion of the Moose-Wilson road. This is a protected area within the national park. The riparian section of the road is a wonderful and most common spot to see the Great Gray Owl for people in the park. There have already been numbers of road killed moose and other wildlife at the slow speeds on the road already. Widening the road would jeopardize other game/wildlife as well. A separate bike path would be devastating to the area as well.

Please be assured that we are not in favor of any changes to the present road travel. Perhaps better traffic monitoring would be in order. One direction for an hour, then the other for an hour, as simple as stop lights with a schedule posted for folks to plan their auto tour. Just an idea but a paved, wider road with bike path is not acceptable.

Sincerely,
Bob and Suzanne Hargis
Riverton Wyoming

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 219

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 08/31/2014 Date Received: 09/03/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

To: Moose-Wilson Planning Team

As a resident of Jackson and a frequent visitor to GTNP I write to express some of my concerns and thoughts about the Moose-Wilson corridor.

This section of the park is the most at risk for over use and degradation, fragmentation and loss of it natural beauty and wildlife. There is no doubt that traffic along the corridor will continue to increase as will the desire to enjoy what it offers. As a cyclist as well as a hiker, kayaker and animal viewer in the park I am particularly concerned.

The Pathways organization is a well funded lobby pushing very hard for a separate bike path through the corridor. I am completely opposed to this idea. I think it is essential that we do not loose any of the natural habitat through any further paving or alternate roads. To my knowledge only 1% of the traffic through M-W is via bikes. That minority should be respected but not at the expense of the Park mission to conserve the scenery and the natural wildlife therein. We can provide for enjoyment of all and at the same time not impair the environment for future generation of visitors and wildlife.

I am wondering if it wouldnt be possible to maintain the road as it currently is without any further paving or extension by providing park-sponsored transit and remove individual vehicles from the road from the Rockefeller Center to the Murie Center where it currently becomes most congested. This would reduce traffic, enable people to enjoy the scenery and wildlife, and also provide a place for bicyclists to travel. This has been successfully done in the Grand Canyon, Zion and Denali. Driving to the Rockefeller Center could remain as it currently is from the S. entrance near the Village.

I think foremost it is important to remember in developing any plan that the Moose Wilson Corridor is not designed to be or should it be a major transit route. This is a vital part of Teton National Park and as such we all have an obligation to protect it.

I thank you for taking my thoughts into consideration.

Respectfully,

Emily Ambler

[REDACTED]

Jackson, Wy. 83002

[REDACTED]

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 220

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Correspondence Information

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

Notes: Referenced map in correspondence text is in the attached copy of the letter (see attachments).

Correspondence Text

Re: Moose-Wilson Planning Team

Dear Grand Teton National Park:

After recently expressing our concerns with park administration, including the superintendent, at the Open House on August 28, 2014, we were encouraged by their interest in our thoughts and by their desire to gain a better understanding of horses in the park. They seemed dedicated to retaining and respecting the culture and history of the park which includes dude ranching activities, an activity that should be protected and celebrated.

In our conversation, they asked that we offer additional information in regards to the park's goal of phasing out horseback riding on the Sawmill Ponds trails and possibly other trails in the Moose Wilson corridor. If the Sawmill Pond trails were to be closed, it would prevent us from taking interpretive rides into the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

These trails were previously approved for our use by park employee's Pete Armington and Jim Springer in the 80's. They reviewed these trails with us and gave us permission to use them. These trails have been in use by horseback riders for over 80 years by old and current dude ranches without creating any conflicts with other park's goals and requiring minimal park management.

We appreciate the use of these trails since it offers us access to unique and safe horseback riding trails unavailable in other parts of the park. Over the years, our ability to ride on other trails in the park has diminished. We can no longer take rides up Death Canyon, Bradley Taggart Lake, Paintbrush Canyon,

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

or Cascade Canyon due to the increase in hiker traffic and ultimately conflicts with horses. This is why the trail system in the Moose-Wilson corridor has become so valuable to us and our guests.

Currently when we take rides up to Whitegrass once a week, we use a minimal amount of current trails. A map showing the trails we use is attached.

Our guests appreciate the ability to access this area and learn from us the life of earlier dude ranch operations, fulfilling the park's goal of protecting and maintaining cultural resources such as the human history of this corridor.

What better way to fulfill the goals and desired conditions of scenery, cultural history and natural soundscapes and acoustics and self discovery than by horseback riding through these regions of the corridor. Why take these opportunities for visitors away? Horseback riding in this region is not creating additional park resource or management problems, but the trails continue to stay in excellent condition for over 80 years and are used minimally once a week during 4 months of the year by the R Lazy S Ranch.

Please don't continue the perceived track of eliminating horseback trails while creating additional bicycle pathways. We, and all our visitors would hate to see this historical use disappear.

Kelly and Nancy Stirn
R Lazy S Ranch

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 221

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Correspondence Information

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Correspondence Text

Topic Question 2:

a bike path requiring removal of thousands of trees for a few months of bike use is not very sensible. The Jackson area is well bike-pathed, this beautiful spot doesn't need more asphalt. Not to mention it will either drive away the wildlife many use the road to see, or worse yet, close-up conflicts with bikers and said wildlife. Let's leave things as they are.

Blocking horse trails in the Sawmill Pond area is another ill-thought out idea. The heritage of the area is unique, why is everyone so eager to eliminate riding? It's a huge part of why many of us return year after year to the area. That area has great trails where there are few hikers, a great "wilderness" experience. Please leave it to enjoy with our equine companions.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 222

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

Please complete the 7 mile gap in the 30 mile grand loop around Grand Teton National Park for a complete, safe pathway system. Please implement Alternative D. So many people would love to bicycle or walk in our national parks, if it were safer. Please make it easier for us!!

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add public transit and commit the National Park Service to a community partnership as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors. Ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Topic Question 4:

I suggest you create bicycle pathways in ALL national parks.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 223**

Author Information

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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:
Having a business related to tourism and choosing to live near the GT national park PROVIDE TO ANGLES TO SHARE perspective from 1. As owner of apex real estate and property. Management I can tell you the increased amount if visitors who come for cycling. What an beautiful clean and healthy way to travel and see the park from the fresh air of your bike. As a father of young children and having been hot by a car on hwy 89 near elk refuge 3 years ago. I can attest for the need for safer routes.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 224

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Correspondence Text

Topic Question 2:

The pathway described in Alternate D is disturbing in that it would require considerable clearing of natural ground and vegetation that might disturb natural wildlife with its presence may present an obstacle to natural wildlife movement. Bicycles and Pedestrian traffic don't mix very well. I'd rather mix Horse traffic and Pedestrian traffic if I were the guy on foot.

Not sure why Alternate B & C remove commercial horseback riding on sawmill road. It would seem Horseback tours would allow for safer activity in relation to the increase of bear activity and would be of less impact on the natural environment since the trails are already used by wildlife and do not require upkeep. Horseback access is also available when the trails are wet or dry which would allow almost certain access for those of us that have specific travel plans that cannot be altered. That is also a reason that the closing of certain trails a couple days a week will be difficult to plan a vacation around, especially if there is bad weather during the time of the vacation.

Topic Question 3:

I would include horseback riding in all efforts to make the park accessible to all visitors. It allows folks that can't make the walk into the park on foot the only method to see the real beauty of the area and it helps ensure the safety of the visitor by being in a group, often with an experienced guide, on a big animal larger than most bears. The environmental impact is no more than an Antelope herd using the same trail

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 225

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Correspondence Information

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Correspondence Text

Topic Question 1:
Alternative D.

Comments: I am 66 years old and retired and I love cycling (road). I look for opportunities where there are cycling events or cycling paths where I can plan and ride on my own. This always means several overnite stays in a hotel as well as meals, not to mention the \$\$\$ my wife spends while shopping while I am on the bike there are literally thousands of other cyclist like me. I think any area that has the opportunity to promote paved bicycle paths (especially in scenic and natural vacation areas) should maximize their efforts. In time this will be an economic boost. With such paths the community can promote cycling events which will always bring "out of towners" to hotels and restaurants and gas stations.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 226

Author Information

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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:

Alternative D. I like the idea of having a separate pathway away from the road and I think it's important to keep the road accessible to vehicles everyday, all day, in both directions.

Topic Question 2:

A,B, and C. They are all non-starters, and don't solve existing problems. One way traffic, no. Closed road, no. Doing nothing, no.

Topic Question 3:

Keep the pathway near the existing road for safety reasons and minimal disruption to wildlife.

Topic Question 4:

Make sure engineering is done efficiently and correctly the first time around so typical pathway cost overruns do not occur.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 227

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

Alternative D is the best solution. The road is overcrowded with cars, providing a path will encourage people to ride a bike or walk instead of driving. Leaving the road unpaved and managing the traffic will minimize auto use and further encourage walking or riding a bike. It is imperative to keep Death Canyon accessible in the winter.

Topic Question 2:

Paving the road only encourages people to use there automobiles to access this part of the park. People should be encouraged to get out of their cars.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 228**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:
4569 LANDER RD

Topic Question 4:
I AM AN OUTDOOR ENTHUISEST. I SPEND A GOOD AMOUNT OF TIME OUTDOORS ON HORESBACK THE AREA IN QUESTION HAS HOSTED HORSEBACK RIDERS FOR YEARS. IT'S AN ICON IN HISTORY, PART OF THE OLD WEST. I DO NOT THINK A BIKE PATH WILL SERVE TO KEEP THE WILDLIFE COMFORTABLE IN THE AREA AND ONCE AGAIN THE QUESTION OF TAKING AWAY A PRIVELAGE LONG ENJOYED BY THE PEOPLE WHO VISIT "THE OLD WEST" COMES INTO PLAY. I AM ALSO CONCERNED WITH THE REMOVAL OF TREES IN THIS AREA. WHEN I RIDE THROUGH THE TRAILS I'M LEARNING ABOUT THE HISTORY OF THE WEST I APPRECIATE THE OPPORTUNITY TO EXPRESS MY THOUGHTS AND AM GRATEFUL FOR THE USE OF THESE "SPECIAL " TRAILS. WHAT A SHAME IF THEY'RE TAKEN AWAY.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 229

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/05/2014 Date Received: 09/05/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

"No bicycle pathway on the Moose-Wilson Road

"It would destroy over 3000 trees in a very pristine historical wooded area.

"Increases the potential for wildlife and horseback rider conflicts.

"With only 3% o park users currently using the bicycle paths, we just dont see the benefit of such a large and disturbing project.

"Do not close commercial horseback riding on the Sawmill Pond Trails

"It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

"Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?

"This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

"These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

"By taking interpretive rides through these historical ranches, we help reach a parks goal to Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Comments: I come to Grand Teton national park every year. I stay at a dude ranch and do alot of horseback riding in the park.

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

If this project happens it will drastically change that wonderful experience, possibly putting a stop to it all together.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 230

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/05/2014 Date Received: 09/05/2014
Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Topic Question 2:

I do not believe that a bikeway thru the Moose-Wilson Road is needed nor appropriate for that area. I do use bike paths for cycling. For the past 11 years I have experienced this area on horseback, thanks to the R Lazy S ranch. I can't put into words what a unique experience this is and continues to be. To destroy tress and disturb the wildlife is so uncalled for especially as such a small percentage of the park visitors utilize the bike paths. Government money could certainly be spent elsewhere. I also strongly support that commercial horseback riding continue within the park. I am somewhat of a senior citizen and have traveled. My experience of riding along these trails ranks as one of the top experiences during my lifetime. Each time I go I am able to be an observer of nature that has not been affected by mankind. I do not normally ride horses so the trails within the park give me a unique opportunity to do so, Unfortunately, this type of place is becoming more scare as the government tries to "improve" what is already there. Please, do not move forward with the Moose-Wilson bike path. And continue to allow commercial horseback riding within the parks.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 231

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

I belief Teton Park should maintain the status quo and not upset the "apple cart".

Topic Question 2:

Please dispense with the plan to build a bike path along Moose-Wilson road. The park has an abundance of bike trails. Bringing additional bicycle traffic into the area will mean the destruction of trees, habitat and increased conflict between wildlife, man and riding horses.

Please do not limit horse trail access to Sawmill Pond. These trails and areas have a historical connection to the ranches of Jackson Hole who bring visitors to experience the park in ways others do not. This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

Topic Question 3:

Holding the status quo of the park and its relationship to current users is the necessary and correct strategy. The park facilitates an abundant economic engine that fuels the economy of ranchers and other stake holders.

Topic Question 4:

Thank you for your time

Robert Thomas

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 232

Author Information

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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Notes:

Correspondence Text

Topic Question 4:

My family and I have collectively been coming to Jackson Hole for, collectively, more than 50 years. We stay at a dude ranch where we enjoy horseback riding on the trails. I do not see a need for a change for the following reasons:

No bicycle pathway on the Moose-Wilson Road

It would destroy over 3000 trees in a very pristine historical wooded area.

Increases the potential for wildlife and horseback rider conflicts.

With only 3% of park users currently using the bicycle paths, we just don't see the benefit of such a large and disturbing project.

Do not close commercial horseback riding on the Sawmill Pond Trails

It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?

This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

By taking interpretive rides through these historical ranches, we help reach a parks goal to Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Thank you for your consideration.

Comments: My family and I have collectively been coming to Jackson Hole for, collectively, more than 50 years. We stay at a dude ranch where we enjoy horseback riding on the trails. I do not see a need for a change for the following reasons:

No bicycle pathway on the Moose-Wilson Road

It would destroy over 3000 trees in a very pristine historical wooded area.

Increases the potential for wildlife and horseback rider conflicts.

With only 3% of park users currently using the bicycle paths, we just don't see the benefit of such a large and disturbing project.

Do not close commercial horseback riding on the Sawmill Pond Trails

It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?

This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

By taking interpretive rides through these historical ranches, we help reach a parks goal to Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Thank you for your consideration.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 233

Author Information

Keep Private: No
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Correspondence Information

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Topic Question 1:
There should be a separate bike/pedestrian path adjacent to the Wilson/Moose road.

Topic Question 2:
Keeping things the same is not a good alternative.

Comments: I rode the Wilson/Moose road during the third week of August this year. It was a beautiful ride. EXCEPT.... The gravel section was very rough and the traffic was less than courteous about sharing the road. At one point several vehicles came within a hair's breath of our riders as they tried to keep going with two vehicles with oncoming traffic and a cyclist. It is too narrow. Most courteous drivers would allow one vehicle to pass the cyclist and then the other vehicle would go, but this did not happen - numerous times.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 234

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/02/2014 Date Received: 09/04/2014
Number of Signatures: 2 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Superintendent David Vela
Grand Teton National Park
P.O. Drawer 170
Moose, WY 83012

Dear Sir:

We thought the meeting with park planners on August 28, was a welcome opportunity to talk with them and see how they approached the Moose-Wilson task. The young man we talked with believed it was a problem of achieving a balance between public use and wildlife.

If this were true, we might agree with the planners but it is not. From the earliest days of the National Park Service the agency's marching orders from the Secretary of Interior (Franklin K. Lane) insisted that the national parks must be maintained absolutely unimpaired for the benefit of future generations. Every activity of the Service is subordinate to the duties imposed upon it to faithfully preserve the parks for posterity in essentially their natural state.

Relocating roads to restore natural habitats benefits wildlife but building bike paths and encouraging two-way travel, as proposed in some of these alternatives, does not.

In light of the broad national interest in this issue, we believe you should extend the comment period to at least mid November, 2014.

Sincerely,

John and Edna Good

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 235**

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:
Having the road open to vehicles every day and a bike path accommodate visitors, commuters, and all using the Park.

Topic Question 2:
Closing the road to traffic and not having a bike path restrict use unnecessarily and severely.

Topic Question 3:
Moving the road east into the sage and away from the wooded area of the foothills, and turning the current road into a multi-use path would make for better driving and recreating.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 236**

Author Information

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Correspondence Text

Topic Question 1:
Alternative D, because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values

Topic Question 2:
Alternatives B and C because Gates and closures don't work, they just increase traffic and their carbon footprint.
Alternative A is bad too, of course. We need change.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 237

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

There were a number of strategies in alternative B and D that I felt should be carried forward. Alternative 1, no change, should not be chosen. The strategies I think will best meet the goals are:

1. Realign the road to avoid the sensitive wetlands area. This is critical for the protection of wildlife and sensitive plants.
2. Move the parking for the Death Canyon Trailhead as close to the Moose Wilson road as possible (alternative B). The heavy traffic on the current dirt road is unnecessary. Move the parking lot close to the main corridor, and visitors can enjoy an extra mile of hiking through a beautiful area. There are shorter hikes from the Lawrence Rockefeller Preserve for visitors that are not able to complete the longer hike.
3. Pave the unpaved section of the Moose Wilson corridor. While the unpaved section slows down traffic, it creates a lot of dust, and dust abatement has consequences for the environment. If making the corridor more accessible for travelers on foot or bike (and I think this should be a primary goal), the road needs to be paved. The unpaved road is unsafe for cyclists and the dust makes bicycle travel unenjoyable.
4. Separate foot path. This would be amazing. The more people we have enjoying the park on foot or bicycle, the less traffic we have through the park.
5. Setting limits on vehicular travel. Either limiting days or limiting numbers works for me. I could see this taking a lot of resources, or becoming too competitive among tour groups, but something needs to happen.
6. Groom the road for xc skiing in winter. I guide xc ski tours from Granite Canyon through Jackson Hole Mountain Resort. Most of my clients have never xc skied before. While a more advanced skier can break trail and ski on ungroomed areas, this is EXTREMELY difficult for a beginner. To keep access to the park available to non-skiers or beginner skiers in the winter (which is the majority of people visiting from outside of Jackson), we need a groomed road where visitors can learn how to ski before trying more

difficult trails. Without a groomed path, winter access will be limited to local skiers.


Topic Question 2:

I think alternatives that don't involve moving the wetlands section of the road should be thrown out. I also think alternatives that involve improving the road access to the Death Canyon trailhead create unnecessary roads in the park. The trail should be extended, and parking should be along the main corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 238

Author Information

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Correspondence Text

Topic Question 1:

Alternative C is probably the best strategy of the four. It would be nice to experience this area of the Park on a bicycle without vehicular traffic two days/week and it would be nice to have the existing unpaved section paved.

Topic Question 2:

Alternative D

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 239

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

Alternative D with a separate bike/ped pathway is by far the best option. This is an extraordinary corridor which would benefit greatly by having more people experience it in a safe non-motorized way. The addition of the pathway will encourage more people to get out of their cars which is good for everyone and the environment.

Topic Question 2:

Simply closing the corridor would be a mistake and not help in the over goal of decreasing the damage caused by motor vehicle traffic in the region

Topic Question 3:

Whenever possible, include safe and inviting bike/ped facilities to encourage more people to get out of their cars.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 240

Author Information

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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more

traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Topic Question 4:

Alternative D is the best solution to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 241**

Author Information

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Correspondence Text

Topic Question 1:
Separated bike/walking path

Topic Question 3:
close the road to public cars..run buses or rail, in the center bicycle and peds on the outside lanes

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 242

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

I like the idea in Alternative B for the Death Canyon Trailhead - why not pull the road end back? I do not see it addressed in the latest email

Topic Question 2:

Reservations and restricted use sounds difficult to manage and frustrating for users

Topic Question 3:

Public transit should be included. Why not? All these people that need to get from the Village to the Park - what are they doing and where are they going? Also, I think many people just like to drive the road to look for animals - maybe have a bus that drives back and forth and stops at each turn out during peak times. Not sure how LSR handles non-driving people - parking there is controlled, I assume, to control the crowds on the trails. So that would have to be addressed.

Topic Question 4:

Bikers not in road (many prefer road to pathway). Bikers follow speed limits.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 243**

Author Information

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Correspondence Text

Topic Question 1:
I think the strategy that keeps the road open as long as possible is the correct one.

Topic Question 2:
Closing the road At the earliest possible date.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 244

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/05/2014 Date Received: 09/05/2014
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Correspondence Text

Topic Question 1:

I believe the strategies needed to be carried forward to best achieve the purpose of the Moose Wilson Road should be Alternative D. In order to create a safe environment for the users of the road, both motorist and non motorists alike, there needs to be open access with a path for non motorized users. Biking and walking are becoming ever more popular ways to see and utilize our parks. This is made evident by the enormous use of the paths already in the park. We should encourage that with a safe way to get to the other existing pathways. Currently that road is totally unsafe for both motorized and non motorized uses and sharing of the road will only lead to accidents and deaths between the two different users. Why try and halt that by not moving forward with continued access and adding more ways in which to see the park?

Topic Question 2:

Any of the alternatives are terrible ideas. To close the road, to restrict access, to stem the amount of traffic will severely impair use of the park. The park is for the people to use, and to restrict access unnecessarily seems counterintuitive.

Topic Question 3:

Paving the existing road & creating a path should be the way in which the park proceeds.

Topic Question 4:

It is my opinion that our parks should adapt and change to the current environment and needs of it's users. If folks want continued access like they have enjoyed historically & should continue to enjoy, then that is the way the park should go forward. If there is a movement for more active participation through

biking, walking and hiking, then the park should not try and go backwards and not allow safe passage.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 245

Author Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D for a lot of reason. It reduces traffic in a way that is thoroughly in keeping with preserving the Moose-Wilson corridor's unique values, helps area wildlife by allowing for fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures don't seem a realistic solution to traffic management - - they are draconian and behind the times. We should be encourage the true owners of the park - - the visitors - - to use bikes, feet or transit, and make it easy for them.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) are a terrible idea and don't work. Gates and closures shift or increase the number of vehicle trips throughout the area. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles

that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need. Period. It's not a "good for." It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors. Ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Topic Question 4:

The Park needs to keep looking to the future and understand how people want to experience their Park. Alternatives B and C smack of arrogance that the Park Service knows what's best for people and Park - - and it seems like their solution is to have fewer people or cause them inconvenience / put their safety at risk.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 246

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/05/2014 Date Received: 09/05/2014
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Correspondence Text

Topic Question 2:

I am most concerned about bicycle paths along the Moose Wilson Road. The Jackson Hole area and Teton Mountains have a long history of horseback riding.

The ranches in the area and the guest ranches have supported this area and made sure it would stay as beautiful for all to enjoy.

Our entire family began to visit the Whitegrass Ranch as guests and our children grew up enjoying and appreciating being able to discover the beauty of the West and the Tetons on horseback. We continue to return every summer and Fall, to ride. We are concerned that this bicycle path will limit riding in areas around Whitegrass and Moose Pond. We have brought grandchildren out to ride where their parents, as children, rode and jumped from The Rock at Phelps Lake. Please retain the history and the ability for the people to have a taste of the Mountains from horseback. The History is long!!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 247

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

We support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values while decreasing the number of cars, which is a great benefit to the local area wildlife. It also would encourage diverse access for people to safely enjoy the corridor and the outdoors outside of a car.

We don't see gates and closures as an adequate solution to traffic management, when there is an opportunity to, instead, inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit to experience all that the park has to offer.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, which is the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way by providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

In addition to the implications it would have on the environment within the park, this safety and increased ridership will also have an impact on the recreational economy in surrounding communities. PeopleForBikes represents bicycle retailers and suppliers throughout the country, and the economic

benefits to local areas that allow responsible access to bicycles and pedestrians are strong.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work, they simply shift or increase the number of motor vehicle trips area-wide. For visitors and locals alike, under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit, or vehicle. Instead, we can help the National Park Service by innovating real solutions that are good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add public transit and commit the National Park Service to a community partnership as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of their vehicles and into the outdoors.

Topic Question 4:

We ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Comments: Thank you for the opportunity to comment on the Grand Teton National Park Moose-Wilson Road and Pathway. From our answers to the above questions, it is clear that we favor a multi-modal approach to the Moose-Wilson Road and Pathway, because we know that diverse access has positive environmental, experiential and economic outcomes.

PeopleForBikes is an organization with 850,000 members and is dedicated to improving each bike ride across the United States. We see better, shared access to Grand Teton National Park as a way that more people-both local folks and visitors-can experience the beauty and wonder of the outdoors. By opening access, eschewing gates and closures, and building a pathway, we will be able to shift the mode share so that more people are exploring the park by bike, on foot and with transit.

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

Additionally, access and trail infrastructure supports the local economies. As an organization that represents an array of bicycle businesses, including retailers, suppliers and manufacturers, we know that increased access has a positive effect on the communities that surround good bicycle and pedestrian facilities. We represent 1,300 bicycle suppliers and retailers nationwide, of which five are in Wyoming, five are in Idaho, and five are in Montana. All bicycle tourism and recreational businesses in the area would benefit greatly from increased access and a pathway in the park.

We hope that you will take our comments into consideration when you are making your decision and we ask that you look to us as a resource should you have any questions regarding bicycle access and pathways. Thank you for your consideration and the opportunity to comment on this and we hope that you will move forward with Alternative D.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 248

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

Correspondence Text

Topic Question 1:

I am in favor of creating a bike path/ pedestrian walkway along the Moose Wilson Road, and also closing it to vehicular traffic two days a week. I would also like to see the unpaved portion be paved to correct the constant, dangerous potholes that we are all forced to contend with.

The last three times I have been on the road, drivers were being forced to go right down the middle, and weave constantly in order to avoid the deep potholes everywhere. someone is going to get badly hurt if it isn't fixed. The temporary grading that they do every summer does not even last a week, and in my opinion is a complete waste of taxpayer dollars. It also is not safe for bikers and pedestrians.

Topic Question 2:

I do not think the road should be closed, as it would force everyone on the west bank to have to go all of the way through town and around to get into the park, and traffic congestion in town is already a nightmare. it would only make it worse.

I do not think the road should be diverted completely, as it would probably be cost prohibitive.

Topic Question 3:

I would suggest definitely doing a bike path, leaving the road open, but restricting it for quiet, bike and pedestrian use only 2-3 days per week.

Topic Question 4:

I would increase enforcement of illegal parking in the road for those who leave their vehicles abandoned

in the road while they wander around looking at moose. They should be ticketed.

I would also suggest creating a parking area by the entrance to the Park, where those wishing to could leave their cars, and walk in to enjoy the road, instead of illegally parking their cars in the middle of the road and causing back ups and congestion.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 249**

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Notes:

Correspondence Text

Topic Question 1:
We strongly support Alternate D. Separate bike path. Road open all the time

Topic Question 2:
Bike path needed

Topic Question 3:
Keep the road rural. Strict speed limit

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 250**

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Topic Question 1:
I really would like to see alternate D.

Need separate bike path to complete the circuit.

Topic Question 2:
Alternate D saves lives.

Topic Question 4:
Keep the road rural with plenty of curves and speed control

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 251

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

All of the proposed strategies in the preliminary alternatives appear to meet the purpose and need of the corridor plan. I think a thorough analyses of how the different strategies would impact the natural resources & wildlife will allow us to make more informed choices about how we protect park resources.

Topic Question 2:

I believe the most critical management issue confronting the corridor is the increasing human impact in the area, mostly from vehicle traffic. The park must minimize any additional impacts on the corridor by maximizing the use of existing assets so that traffic is reduced.

Topic Question 3:

Again, traffic is the single biggest human impact on the Moose-Wilson Corridor. I think the park should think about more aggressive ways to reduce vehicle traffic flow through the corridor. Maybe by redesigning and re-engineering the road in a manner that would physically limit vehicle speeds to under 15 mph it might discourage transportation related trips through the corridor. Also, maybe the park could explore additional public transit opportunities, like using some type of interpretive tour/transit system that allows people to learn about and experience the corridor while not having to drive a vehicle. I think this would be especially helpful during the high season.

Topic Question 4:

I recognize and appreciate the challenge facing the park in meeting the demands of diverse interests. The park must manage the corridor to meet its stated and legal mandate: protect critical park resources (especially the wildlife) while also making it easy and safe for people to visit and experience this unique

corridor with minimal impacts to park resources. The Moose-Wilson Road is not a county transportation corridor. It is not the park's job to manage county transportation needs.

Comments: Thank you for the opportunity to comment on Grand Teton National Park's Moose-Wilson Corridor Comprehensive Management Plan preliminary alternatives.

I have lived here for 25 years. My husband and I love visiting the MWC, and we do so every mid to late September or early October especially to hear the elk bugle. We have been honored to see elk, moose, black & grizzly bears, owls, woodpeckers to name just a few. We also like to visit the corridor at that time of year because there is not much traffic.

My main concerns are these:

- 1) Please, more than anything else the safety of the wildlife must come first.
- 2) Please do not change the road in any way if it will negatively effect the wildlife.
- 3) Please do change the road only if it's in regards to slowing cars down. The worst offenders of going way to fast through the corridor are county 22 drivers.
- 4) This road is not, nor should it be a transportation corridor. This road should only take drivers on a leisurely drive so that they get to experience all of the beauty this corridor has to offer.
- 5) I am also concerned about a dedicated bike path through the corridor because of the potential human-animal conflict. I also feel that the biking community has quite a bit of pathways in other beautiful areas of the valley.
- 6) I think that an interpretive type of transit would work well in the high season summer months. People from out of the area could then relax and look for wildlife, and not try to look and drive at the same time. I have seen many accidents almost happen, as well as some road rage because of this.

Again, thank you for this opportunity to comment. I wish you all the best in making your decision.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 252

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Correspondence Text

Topic Question 1:

Option D should be carried forward. Just the shorter distance alone reduces the environmental impact of the project. The shorter run coupled with multi-modal transit reduces the amount of vehicles and the air/noise pollution created by them. Natural gas or L.P. mass transit vehicles offer another clean air option. Having a pathway for hikers and bicyclists just makes good sense. Those who would opt to bicycle or walk the pathway should have a safe (if not buffered) trail. It would serve to protect them and also provide safe lanes for unimpeded traffic. As time goes by, more people can/will be encouraged to use alternative modes of transportation for their recreational needs.

Topic Question 2:

Plan A - Doing nothing is not an option if you are truly concerned about the preservation of the National Parks.
Plans B & C seem like viable options however, the longer route created by closures and fencing will tend to keep vehicles on the road for a longer time thus consuming more fuels and creating more exhausts which adversely effect wildlife and their habitat. Compared to Option D, these don't seem to make sense either. I hope planners will find intelligent, forward looking/thinking ways to develop a long-term, sustainable byway which inspires the public to visit and use eco-friendly modes of transportation.

Topic Question 3:

I'm a hiker/bicyclist. The idea that there will be a pathway to get from one end to the next - free of vehicle traffic appeals to me. I can walk the trail, have lunch, and take a (modestly priced) eco-friendly bus or trolley back to the starting point. I can opt to ride my bike round trip or one-way taking multi-modal transit back to the start point (again, modestly priced). Make the Moose/Wilson road and pathway a self-

sustaining project that both locals and visitors to the park will use and appreciate.

Topic Question 4:

Please take your time and work intelligently to come up with a plan that is both safe and sustainable for all parties concerned. Thank you for the opportunity to comment on the project.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 253

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Correspondence Text

Topic Question 1:

Relocation of the north end of the Moose-Wilson Road to bypass the Moose entrance station as shown in Alternative B.

Adding a multiuse pathway which parallels the Moose-Wilson Road as shown in Alternative D.

Replacing the Moose entrance station as shown in Alternative B.

Realignment of the Moose-Wilson Road to the east as shown in Alternatives B and D. Utilizing the White Grass Road to access the Death Canyon trailhead as shown in Alternative D.

A new, larger Death Canyon parking area as shown in Alternatives C and D with restrooms as shown in Alternative D.

New roadside parking areas with wildlife viewing areas and improvement of the Sawmill Ponds parking area as shown in Alternative D and alluded to in Alternatives B, C, and D as pullouts.

New Restroom at Granite Canyon trailhead as shown in Alternative D.

Topic Question 2:

Alternative A is a non-starter it does nothing to resolve the current conflicts along the Moose-Wilson Road. This would be no better than putting lipstick on a pig.

In Alternative B the concept of dead-end roads terminating at the Laurance S. Rockefeller Preserve and the idea of a reservation system for accessing the Moose-Wilson Road (Alternative D). These approaches will create more confusion and ill will for the park which will detract from visitor experience.

Alternatives C and D show a new entrance station at the north end of the Moose-Wilson Road. Dollars spent on this would be much better spent on other improvements to the Moose-Wilson Road. Furthermore, visitors entering the park at Granite Canyon would still be forced to go through a second entrance station (Moose) in order to travel north on the Teton Park Road.

Alternative C would do little to resolve conflicts on the northern half of the Moose-Wilson Road.

Topic Question 3:

In addition to the realignment of the northern half of the Moose-Wilson Road, realign the southern half to bypass the Laurance S. Rockefeller Preserve. This rerouting might follow the proposed alignment of the multiuse pathway (Alternative D) but I would prefer to see it start further south at the north end of Poker Flats. This would make the Granite Canyon trailhead a destination area with a lot more flexibility for expanding parking, as well as, adding restrooms. This would enhance visitor experience at the Laurance S. Rockefeller Preserve since hikers would no longer have to cross the Moose-Wilson Road and would not hear vehicular traffic once they leave the parking lot which would now be accessed from the south (or east).

Topic Question 4:

Go back to the drawing board and put the best concepts together in "Alternative E"!

Designing the new road alignments for low speeds is very desirable but it won't work unless there is more aggressive enforcement. Once, in Yellowstone, I was passed by a car doing 60 to 70 miles an hour. Fortunately, a park ranger caught the speeder. On another occasion, I was driving north of Granite Canyon on the unpaved section of Moose-Wilson, doing 10 to 15 miles per hour, when a pickup left the roadway to pass me and at least four other vehicles - - he was not caught!

Comments: Several of the points I've made have been discussed many times in the past. However, these issues seemed to have been pushed aside/marginalized in the the current reassessment of the Moose-Wilson corridor. Is this willful ignorance or simply a lack of institutional memory?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 254

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

1. Relocate and replace Moose entrance station- -one location to serve both Park Moose and Moose Wilson Road (Alt. B); retain Granite Ck. Entrance Station as currently exists.
2. Improve road south providing for low-speed two-way traffic from Moose to Rockefeller Preserve only, retaining current alignment to reduce disturbance area (Alt C). Do not provide for or allow large RVs.
3. From Rockefeller Preserve south to Granite Creek keep road primitive: gravel surface but do not widen or realign; restrict hours of use to one-way north until 12 noon; south only from 12-noon until 9pm; closed daily 9pm-6am (essentially limiting thru traffic).
4. Improve parking but limit parking areas to Granite Creek, White Grass Junction, Sawmill Ponds. Minimize size and disturbance areas as proposed.
5. Minimize turn outs (Alt C).
6. Provide one connector only to White Grass and Death Canyon (Alt D).
7. Minimize disturbances and impacts, restoration of abandoned sites and roadways should be a priority.

Topic Question 2:

1. DO NOT locate bicycle (multiple-use pathway) trail along road. It would increase disturbance area and forever reduce and conflict with wildlife habitat.
2. Do Not drastically reengineer road alignments, surface area, etc.- - impacts aesthetics and wildlife habitat.
3. You don't need two entrance stations at Moose, one will do.

Topic Question 3:

Limits (one-way traffic on a section)for the daytime use of the route to thru-traffic and limit the size of recreation vehicles (see above).

Public transportation (small bus) - - morning and evening if need exists for commuters (with stops at trail heads and Rockefeller Preserve). This scheduled small bus would run from Craig Thomas Center to Rockefeller Preserve, South Granite Entrance,and return. The idea would be to LIMIT traffic use and congestion and preserve aesthetic experience, habitat, and natural features.

Topic Question 4:

The first priority should be to design and limit improvements to minimize impacts to aesthetics and protect wildlife habitat and use.

Improvements that encourage more and higher-speed traffic, through traffic, and commuters, etc. should not be considered.

This should remain a "quiet" section of the Park, emphasizing trail head access, site viewing and interpretation (Rockfellar Preserve, White Grass, Murie Center), wildlife and natural habitat preservation. It should NOT become a through short-cut hiway for commuters, a designed urban bicycle path, or a drive-through area for motorized recreation.

I'm a cyclist but I feel a "multi-use pathway" for this area is contrary to NP objectives for protecting habitat and natural features. There are plenty of cycling opportunities already.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 255

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Correspondence Text

Topic Question 1:

Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car. Instead, inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. Increased traffic increasing congestion and pollution. In addition, increased traffic is a serious threat to wildlife - road kill. Many people visit the park to see wildlife. The park is home to many animal species and to preserve that their home needs to be protected and more corridors are needed for those animals that migrate.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add public transit and commit the National Park Service to a community partnership as a way to reduce traffic congestion even more in the future.

Comments: National Parks are home to wildlife and that should be the basis for transportation decisions in the parks.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 256

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Correspondence Text

Topic Question 1:

I agree with strategies that try to protect the current nature and use of the park in most respects. I support improvements to the road that pave it but do not enlarge it and support a few more road turnouts because driving on the road now can be dangerous when people don't have a place to pull over and see wildlife (tho I recognize that not all wildlife will appear right at the turnouts, of course, but it still could help). I also like that the parking is reasonably limited at the Rockefeller Center and understand that due to the nature of that gift you may not be able to increase that some but it seems that the area could support more hikers and other guests so would like some increase there if possible.

Topic Question 2:

I generally support bike paths and like the path now that goes out quite far from town along the road. But we also should consider the reasonably anticipated use vs. the damage from extending it. I have heard that thousands of trees would be cut down to extend it and, as someone who uses the park mostly on horseback, am concerned about the intersection of horses and bikers (bikers often spook horses). I also understand that there aren't huge numbers of bikers who are expected to ride out that far and so think that, here, the balance should go in favor of the horses who have used the park historically and respectfully (and don't need or want pavement that is not nearly as eco-friendly as the horse trails). The dude ranches are an important and more unique use of the park than bike riders and so I request that their needs be paramount here (after those of the wild animals in the park, of course).

Topic Question 4:

Thank you for your many ideas and for taking the comments of the public and other interested parties to heart.

Comments: I have donated to the National Parks for years and so, again, appreciate the chance to comment and the work that you do protecting the parks. Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 257

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Notes:

Correspondence Text

Topic Question 1:

I think everything should be left as it is. There are plenty of bike trails already in existence for the bicycle riders.

I visit the area to ride horses, enjoy nature and the pristine environment.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 258**

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:

I strongly urge you to focus on Protecting wildlife and wildlife 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 a special place to visit in Grand Teton National Park because of its rich wildlife habitat and abundant recreational opportunities. The National Park Service must continue to work hard to develop management options for the Moose-Wilson corridor that provide appropriate opportunities for visitors to use, experience, and enjoy the area while protecting the park's nationally significant resources.

Topic Question 4:

Protect Our Public lands, waters, wildlife, health , ecosystem balance & future, for all present & future generations of all species!

Thank you
Lydai Garvey Public health Nurse

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 259

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Status: Reviewed Park Correspondence Log:
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Notes:

Correspondence Text

Topic Question 1:
I do not think that any of the preliminary alternatives should be adopted.

Topic Question 2:
I do not think that any of the preliminary alternatives should be adopted.

Topic Question 3:
I do not think that any of the preliminary alternatives should be adopted.

Topic Question 4:
I believe that the road should be one-way. This was the plan that the Park came up with in 2012 after much consideration. It was the right thing to do then and it is the right thing to do now. It was only after the public outcry as well as the pressure from Mike Enzi and Cynthia Lummis that the Park decided not to adopt the one-way plan. You are not in the business of doing what is popular. Your business is to "protect the land for future generations". You must - please - protect us from ourselves. A long time ago the Park had to make a similar decision regarding the road along Jenny Lake. The area was being destroyed from overuse and the road was rerouted and part of it was made one-way. People will eventually adjust. The one-way option will reduce use of the corridor without the need for continued regulation at the gate - an expensive and potentially volatile situation that would exist with the current preliminary alternatives. The one-way option would not require the Park to invest in the building of additional infrastructure. It would not cause any further destruction of the environment. Please consider the one-way option as a viable alternative. It was your first choice as a solution. It is the best choice for now and for the future.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 260

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Correspondence Text

Topic Question 1:

I support:

1. Keeping two way access to vehicles without the need for reservations and without any full day closures in order for most flexibility in visiting the park and to preserve the important ability to go in and out of the same park entrance for a visit.
2. Paving the unpaved section of the road. I do not see a down side.
3. Moving the road to the flats if this is better for wildlife.
4. Adding a bike path and some pullouts to improve safety for all.

Topic Question 2:

1. Full day closures to vehicles or making the road one way will impede one's ability to frequent and enjoy the park, also causing confusion and possible long lines of idling cars which does not help the environment. For those who live, work or who are visiting the area and staying to the west of town, requiring them to drive to Moose to enter the park on certain days or if they either did not know to make a reservation or are unable to do so again promotes unnecessary driving with a detrimental impact on the environment and the additional consumption of gasoline in addition to the inconvenience caused. A one way system causes the same problems.

Topic Question 4:

As a resident of Jackson for the past eight years and frequent user of the Moose-Wilson Road in order to access Granite Canyon, Death Canyon and the LHR Preserve, I have not had persistent problems with traffic on the Moose Wilson Road. Indeed, I often access the road between 8 and 12 noon in the summer

months and very infrequently encounter any traffic problems, if at all. If there are issues it generally is in the unpaved section due to the very uneven nature of the road. Just paving that section would have a positive impact on traffic flow.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 261

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Correspondence Text

Topic Question 1:

Please carry forward two main elements of Alternative B, especially the idea that the Moose-Wilson corridor be considered a visitor destination and the realignment of two segments at the north end.

Topic Question 2:

Alternative D should not be carried forward. The paved multiuse pathway would do unacceptable damage to the values of the park.

The principal elements of Alternative C should not be carried forward, specifically the idea of closing the road to vehicles on certain days of the week. Many visitors have only a day to see this part of the park, after traveling many hours from their homes. They would be terribly disappointed to find it closed.

Comments: We have the following comments on the Moose-Wilson corridor preliminary alternatives. 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 oppose Alternative A (No Action) because the existing corridor and road are not capable of handling the traffic you already have on this route.

We like some aspects of Alternative B, especially the idea that the Moose-Wilson corridor should be considered primarily as a destination for visitors, implying that the natural values of the area should receive full protection. We like the idea of considering "directional" or one-way vehicle traffic if that would deter the use of this route by through-drivers who are not coming to visit the park. We also like the use of shuttle vehicles as a means of reducing traffic. Shuttles have worked well near us in Harpers Ferry

National Historical Park, and we have ridden the shuttle at Zion National Park. Alternative C contemplates closure to vehicles two days per week. We doubt this would be workable. It could evoke confusion and hostility among the public, to the detriment of the park. We are very much opposed to Alternative D, which envisions building a completely new paved route 7.1 miles long through natural forest that is critical habitat for grizzly bear. It also involves increasing winter uses dependent on more use of motorized equipment, including grooming a road for skiing, "snow bikes," and commercially guided ski and snowshoe tours. We favor protection of the existing uses for backcountry Nordic skiing and snowshoeing, which are more consistent with the values of the park. We favor the realignment of two places in the northern part of the road to move it out of the riparian zone. This will provide a space for people to see wildlife from a distance, without imposing as many impacts on their habitat. We oppose the multiuse paved pathway idea, but we favor use of the existing unpaved surface by cyclists. This has worked well at C&O Canal National Historical Park, where the unpaved towpath is part of the historical setting, and it is appreciated and used by hundreds of cyclists every week. Thank you for considering our thoughts.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 262

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Topic Question 1:

Work to achieve and maintain the seven fundamental goals and desired conditions stated in the park's plan for the Moose-Wilson Corridor. First and foremost protect the park's natural and cultural resources. Do not negatively impact this critically important wildlife habitat with increased human development or increased human activities. Make the Moose-Wilson Corridor a destination for park visitors and not a corridor for commuters and others using the road as a short cut. Accordingly work to reduce vehicle traffic by implementing traffic management tools such as one way directional traffic only (south to north) or no thru traffic such as round trips to LSR from south and return and/or round trips to LSR from Moose and return. Find ways to introduce visitor shuttles to reduce numbers of individual cars. Stage shuttles at Moose near park's primary visitor center and/or consider adding a visitor parking lot near the park's southwest entrance station.

Maintain rural, slow, nature of road on southern portion. Do not pave southern portion of road. Realign northern portion of the road to get it out of riparian and wildlife rich area, while maintaining rural character. Relocate northern terminus trailhead away from the current Murie Ranch road area and restore the entire former northern road area to a natural state.

Keep road unplowed, ungroomed throughout the late fall, winter and early spring months as it is now. The road is accessible to those who want a more backcountry experience and where they can cross-country ski, snowshoe and walk, depending on snow conditions.

Do not add additional hardened or paved turn outs with the exception of to the north end realigned road area. The park should apply design solutions to roadside parking to reduce impacts from off-road

parking.

Move Death Canyon trailhead as long as existing road is rehabilitated to a trail width beyond the new trail head and parking area.

Recommend the park prohibit commercial taxis from using this road. Implement a cap on the number of commercial road tours (wildlife viewing) and use permits or possibly contracts to regulate and manage the growing numbers of commercial tours and other commercially guided activities on this road.

Continue to allow cyclists to travel on the existing roadway as they do now. It is not the park's responsibility to build a new, intrusive paved infrastructure to accommodate a narrowly focused local group who simply prefers the separated pathways without regard for the park's extraordinary resources or the visitation by thousands of long distance visitors who seek out this corridor for wildlife viewing and hiking.

Do not remove vegetation and trees to accommodate new human activities.

Protect this entire corridor, its natural and cultural resources.

Carry forward the vision Mr. Laurance Rockefeller had when he chose to donate his private JY Ranch to the NPS. In so doing, he stipulated that the numbers of visitors needed to be kept low and provide more contemplative experiences in this fragile corridor. He capped the number of cars that could park adjacent to the JY lands in his early planning efforts for the transition to those lands coming onto the ownership of the NPS. In a ceremony in May 2001, when he announced he would donate the JY to Grand Teton National Park, then Vice President Cheney spoke at the ceremony and pledged the United States Government would honor Laurence Rockefeller's wishes precisely. Vice President Cheney's remarks and commitment are part of the official public record.

Topic Question 2:

Do not construct a separated paved pathway in this highly sensitive area of the park. Do not fragment or destroy critical wildlife habitat for all manner of species from moose, to beavers to grizzly bears and a multitude of other wildlife and birds. A separated pathway would have unacceptable impacts to park resources and values. Further, a separated pathway more than 50 feet from the existing road would result in even more direct habitat loss than if the pathway were immediately adjacent to the road. I recommend shared use of the road by bicycles and transit and reduced vehicle traffic. This would negate the need for any separate/parallel corridor.

Do not pave the road. Do not plow the road in the winter. Do not groom the road in the winter. Do not introduce commercially guided services such as guided winter activities including cross country skiing, snowshoeing or hiking or more commercial vehicle tours.

Prohibit commercial taxis using the road as a short cut to transport clients.

Do not add new hardened or paved pullouts with the exception of along the proposed north realignment.

The No action alternative does not adequately protect park resources as traffic must be reduced.

Do not consider a reservation system/vehicles per hour, and or closing the road to vehicles two days a

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

week. These are complex and challenging techniques to manage, are unpredictable, provide no certainty to the general park visitor as to what they may be able to experience during their visit, and could lend themselves to being manipulated by special interests and/or commercial entities.

Do not leave the winter trailhead at the north end of the current road once the north portion is realigned. The park missed this error in sections of alternatives presented and showed trailhead in present location even after road realignment.

Topic Question 3:

Introduce NPS managed shuttles with the potential of interpretive messages provided on the shuttle (whether with a person or through digital means.)

Experiment with one way vehicle traffic only beginning in May 2015 as the park had planned on doing in 2012. Do so with enough advance public notice that visitors would know what to expect.

This would inform the park and the visiting public how such a long term traffic management tool might work.

Topic Question 4:

While it is very hard in modern times to achieve an outcome without succumbing to intense political pressure, please try. The outcomes for the Moose-Wilson Corridor EIS will be far reaching, nationally precedent setting and will either carry forward the mission of the National Park Service as mandated by Congress or if the NPS succumbs to political pressures, this fragile and spectacular portion of Grand Teton National Park and the Greater Yellowstone Ecosystem will be forever lost. It is too bad the wildlife can't protest what is being heavily promoted by Friends of Pathways. The life sustaining grizzly bear habitat and presence of grizzly bears in this corridor should be enough to stop further habitat fragmentation and advancing human development. The bears and moose, and beavers and birds and all the other creatures great and small are depending on us humans to stop wrecking their homes.

Comments: Dear National Park Service Officials:

Please remember your legislative mandate- "The service thus established shall promote and regulate the use of the Federal areas known as national parks, monuments, and reservations hereinafter specified by such means and measures as conform to the fundamental purpose of the said parks, monuments, and reservations, which purpose is to conserve the scenery and the natural and historic objects and the 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."

1916 Act of Congress establishing the National Park Service.

You cannot leave the Moose-Wilson Corridor in the southwest portion of Grand Teton National Park unimpaired for future generations if you cave to the pressures to construct a separated paved pathway for a local narrow minded special interest group with powerful political connections.

Please protect this incomparable corridor, among some of the most endangered lands in the Greater Yellowstone Ecosystem.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 263

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Topic Question 2:

The strategies that should not be carried forward include the addition of bike paths and the phasing out of horseback riding trails on the Sawmill Pond trails. These changes would alter the native environment, increase potentially dangerous human/animal contact and add new limitations while perhaps leading to the extinction of an opportunity for future generations to appreciate the experience of observing wildlife in it's natural habitat on horseback. This most certainly would affect changes for the dude ranch "way of life" in the area as well.

Topic Question 4:

Comment: Our families have looked forward to our "reconnecting" time at the R Lazy S Ranch for the past 25 years. The "dude ranch" experience does not describe the depth with which we have all benefitted from our week or two each summer. This now includes the benefits and memories valued by children and grandchildren. It has offered us a chance to "reconnect" without electronics, learn to quietly sit back and observe wildlife, leave a less obtrusive "footprint", and appreciate multigenerational activities (reflective trail rides, tubing, baseball, swinging on the front porch). We have also benefitted from making lasting friendships with people from all over the country who return for this experience.

By continuing to alter the opportunities for variety at the ranch, many long term benefits may be overlooked.

Comments: In reference to the long term benefits that are being overlooked, I am thinking back to comments one of my children made a number of years ago. After coming to the ranch for a number of years she attended a college in Colorado (beginning her movement West). She learned her love of nature from many horseback rides in the Tetons. She worked in the summers at Dear Hill, a wilderness

experience for young students. When asked if she wasn't just taking "rich kids" out into the wilderness, her response was, "If I can teach those kids how to respect and love the wilderness, they will be the generations of the future who will be able to make sure it is respected, and protect it". I would argue that the "dude ranch" experience provides that long term effect as well. Please do not endanger this experience.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 264

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Topic Question 1:
I do not agree with the preliminary strategies. Please see comments at end of survey.

Comments: PLEASE comply with your legal mandate to do the following:

"to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

That means, place wildlife as the priority on the Moose-Wilson corridor.

Thanks,
Bob Arndt

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 265

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Topic Question 1:
Alternative D.

Topic Question 2:
The others

Topic Question 3:
No.

Topic Question 4:
None

Comments: None.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 266

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Topic Question 1:

I support Alternative D as the preferred and positive option as it reduces overall traffic which is essential to preserving the Moose-Wilson corridors unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are not the solution to traffic management. Instead, inspire and enable more 10-30% ovisitors to use bikes, feet, or transit.

Topic Question 2:

I don't believe gates and closures (Alternatives B and C) will work. These simply shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that are good for the environment - like multi-modal transportation and smart transit.

Topic Question 3:

A separate Moose-Wilson pathway is a safety NEED, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Topic Question 4:

As an avid cyclist and hiker who has used the Moose-Wilson Road to access some of the most meaningful hikes in the Park (on my bike), I strongly urge you to continue implementing the original 2007 plan. The work you have completed on the rest of the trail system is an inspiring example to other parks and cities of just how valuable creating multi-transportational means is - - you can make such a difference. Please do. Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 267

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Topic Question 1:
There is no one plan I like.

Topic Question 2:
Alternative D should not be used

Comments: I wish to thank you for this opportunity to add my comments to the Moose-Wilson corridor. Improvements is always a good signed that nothing is perfect. My first concern is the amount of traffic being used. There is taxis and delivery trucks from the Airport using Moose-William corridor more convenient thruway to transport people and goods to Teton village. This must stop!

Any improvements made on this corridor should first start with a full scientific study on the effect it will have on the wildlife and the water. As a reminder what happened at Jackson hole Airport and the costly cleanup that's still going on. The Forest Service has only one chance in improving this corridor and everything should be done to be as close to 100% aossible. As to moving the road or strangling and adding a bicycle paths to this corridor, should not be considered. Improvements of such will take away the unique beauty of this corridor brings. The snake like roads slows traffic down and protects wildlife when crossing the road.

As to improving the drainage. I don't know or I have never seen any damage to the road system caused by melting snow or rain fall. That does not mean it will never happen. Only the Forest Service has that information. By not improving Moose-Wilson corridor conditions and slowing traffic speed will take care of itself. Is 100% wg. I feel I don't have enough information to make this determination. I believe Forest

Service should make this information available. Because the Forest Service is asking for public opinion. Keeping Moose-Wilson corridor wild should be the main concern of the Forest Service.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 268

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Topic Question 1:

I support most of the "on-the-ground strategies that are represented in Alternative B. These strategies include: relocation of Moose entrance station, rehabilitation of the abandon road section (north) and new road alignment away from Sawmill Ponds, modifications proposed for the Death Canyon Trailhead with the exception that the new parking lot being designed only for 30 vehicles rather than 60 (will address in Question 3 section), retain LSR parking lot as is and retain Granite Canyon Trailhead Parking as is and finally improve the unpaved section to a higher quality gravel road.

Topic Question 2:

1) I am apposed to a separate multi-use pathway because it will greatly change the eco-system of the corridor, A new pathway will conflict and result in a serious safety issue for people and wildlife (moose, grizzly and black bears) and will require the modification of hundreds of acres of natural vegetation, trees and important wildlife habitat that will create, in the end, two parrallel paved roads running through the heart of this entire corridor. A new entrance station on north end of Moose/Wilson should not be built (will address in Question 3 section). 2) I oppose paving the final unpaved section of the Moose/Wilson Road. 3) Strategies involving limiting traffic at peak periods will not be needed with my proposal (detailed in Question 3 section). 4) Pull-outs should be reduced by 50% fom those shown on Alternative B (will address in Question 3 section).

Topic Question 3:

YES! My proposal is to institute a free modern, efficient and environmentally (natural gas etc.), shuttle bus system that would begin in the vicinity of the Craig Thomas Visitor Center parking area (north end of Moose/Wilson Road and terminate in the vicinity of the south entrance station (parking area would have

to be built in this location). Shuttle busses would operate seven days a week beginning May 15th to October 15th annually. Busses would run beginning at 8am to 7pm daily. Public vehicles would still be able to drive to and from the Granite Canyon Trailhead anytime. Public vehicles would be permitted to drive the entire Moose/Wilson road through the corridor from 7:30 pm to 7:30am daily throughout the annual season of use.

Topic Question 4:

The shuttle bus alternative is now widely used in many other national parks faced with rising traffic issues. In many places it has been a great success and a solution that the public has clearly accepted. This shuttle bus system would allow the public to move easily through the entire corridor and be able to relax and safely enjoy the scenery and wildlife viewing. This system would also facilitate the public with reaching the LSR, Death Canyon TH, Granite Canyon TH and both ends of the corridor. Moving forward a shuttle bus system could connect the visitor center location to the Jenny Lake area making traveling between Teton Village and Jenny Lake a seamless and relaxing way to enjoy the south end of the park and reduce the use of thousands of vehicles in the same area, on a daily basis. With little traffic along the corridor throughout day light hours bicycles may still use the existing corridor and safety will be much increased with only shuttle busses utilizing the corridor road (during times of increased (fall) grizzly bear activity the corridor may be closed to bicycling when necessary to protect the public and wildlife).

Comments: Please do not bend to local public and political pressures to develop Grand Teton National Park into a "County Park". The national parks are for the benefit and enjoyment of all americans and protecting what relatively small areas of wild places and areas where wildlife such as moose and grizzly bears can not only exist but thrive are far too few in today's world. Please consider utilizing a free public transit system to solve the growing traffic and public use issues for the Moose/Wilson Road Corridor. I truly believe that if this method is used the majority of the public both, now and especially in the future will commend your vision and wisdom in responsibly protecting this valuable section of Grand Teton National Park.

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Topic Question 1:

1. All suggestions concerning Death Canyon improvements contained in Plan D should be adopted. Preserves environment & does not change existing trailhead (we especially enjoy Death Canyon trail as a day hike, but adding extra distance can limit access to the over age 50 crowd).
2. "Define & delineate existing turnouts & parking areas", & add "design features to prevent stopping outside turnouts" in Plan C seems like good idea to avoid environmental damage.
3. Maintaining, but improving unpaved section seems best to preserve current character of road.
4. Improve Sawmill Ponds parking.
5. Exclude commercial vehicles except resource focused.

Topic Question 2:

1. NO MULTI-USE PATHWAY!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! The current pathways recently constructed throughout the park are world class. There's absolutely no need to disturb the environment adding more.
2. No relocation of road. Seems like to much disruption unless all other alternatives to reduce traffic fail.
3. No closure or one way traffic. An alternative route to & from from Teton Village area & Moose needs to be seriously explored. Maybe commuters are causing some of the problem.
4. No added restroom needed at entrance to Death Canyon Rd. Don't need add'l environmental impact.
5. No restroom needed Granite Canyon. Don't need impact.

Topic Question 3:

Need north entrance station that's low profile (no queuing, interpretation, parking, & have small turnaround).

Topic Question 4:

We've been visiting the park for 30 years & stay in Moose. Use of Moose Wilson Rd is a large part of our park experience, whether it be just a slow drive, or a visit to the trailheads. Limiting access would in any way would be very disappointing.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 270**

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Topic Question 1:
Strategy B

Comments: Safety is paramount for cyclists, motorists and pedestrians. I believe Alternative B is the best compromise and will eliminate the poor conditions of the road bed most of the time by paving it and making it a more enjoyable drive. Providing adequate turn out space is essential

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 271

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Topic Question 1:
I am sending this as an addendum to the comments I submitted earlier today.
Please summary comment at end

Topic Question 2:
Please summary comment at end

Topic Question 3:
Please summary comment at end

Topic Question 4:
Please summary comment at end

Comments: On Sunday, 9-7-14, I chose to take a short walk southward on the paved separated pathway adjacent to Spring Gulch Road and across the street from Jackson Hole Golf & Tennis Clubhouse and golf course. I happen to be disabled and was walking slowly with my cane just enjoying the late fall afternoon and the golden aspen trees along this route heading southward and walking on the right side (western side) of pathway not in middle. I was somewhat opposite the JHG&T employee housing units when all of a sudden an elite cyclist going super fast northward almost ran into me. I gasped, reflexively threw my hands out, dropped my cane, as he veered around me and didn't even stop. This area of the pathway has quite a lot of trees still with foliage and some curves in the pathway where trees block views near curved areas. The cyclist came upon me so suddenly and so SILENTLY. I did not hear him or see him until he almost crashed into me. I am an observant person and keenly aware of my surroundings.

I did not have in ear buds and the area was otherwise quiet. This underscored for me what it would be like for bears, moose, elk and other wildlife who might be grazing or ambling in the vicinity of a hypothetical separated paved pathway within the Moose-Wilson Corridor. Or for that matter for a casual walker like me who might be so suddenly surprised, possibly hit and injured.

Please keep the various scientific studies in mind that have verified how silently and at break-neck speed a road cyclist on a paved surface can come upon a bear or other animal and surprise them, run into them or provoke a defensive attack. I feel fortunate not to have been hit by this speeding cyclist. I hope park wildlife will not be subject to this type of reckless human activity in a heavily treed and winding corridor that is first and foremost their home. Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 272

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Topic Question 1:

Improve the road itself but do not widen it.

Limit cars per hour and provide parking for those who are waiting.

Topic Question 2:

Limiting car traffic two days a week is not equitable.

Some visitors cannot plan to arrive on a day when cars are allowed.

Do not make a new bike path.

There is no need to disrupt the vegetation or wildlife.

Topic Question 3:

Money saved by not altering the roadway or building a bike path can be used to pay a ranger to monitor the road at peak times.

Including the evening when recently there have been tourists out of their cars getting too close to the bears.

Topic Question 4:

I have travelled the road by car and bicycle for more than forty years and believe it can still function for both.

Bike travel is safe because cars are not going very fast.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 273

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Topic Question 1:

I believe option d is the best of the 4 defined options as it provides for:

- * a major portion of the road relocated away from the constriction wetlands between the sawmill ponds and Death canyon road
- * provides for a multi use bike path which provides connectivity with the Teton village and Moose bike paths - a unique and exceptional recreational opportunity
- * addresses the Death Canyon road issue
- * proposes a workable solution to car flow on the road

Topic Question 2:

As is option A creates a deteriorating situation which only gets worse over time in terms of traffic flow, quality of infrastructure and safety to visitors and wildlife

Topic Question 3:

An option to relocate the entire road from Granite Canyon thru the sage brush and/or along the existing levee east of the current road and either convert the current road to a bike path or co locate a bike path with the new road would better address traffic flow as the road could be 2 way> this would be similar to what was done with the Jenny lake to Signal Mt section of the Teton Park road more than 20 years ago

Topic Question 4:

As a 40 year visitor to the Park and frequent use of Park and the Moose - Wilson and the Death Canyon and LSR facilities, I have seen how much potential safe use a bike path would provide and observed the deteriorating condition of the existing road and safety issues.

I support a approach that is comprehensive and long term in its design and implementation

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 274

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Topic Question 2:

Please do not move forward with the bike pathways on Moose-Wilson road. Only 3% of the park users currently use the bicycle paths. I believe the paths would destroy more wildlife, trees and resources than people who would enjoy them. Also, I totally disagree with the plan to close commercial horseback riding on the Sawmill Pond trails. It has been an activity that requires minimal input from park management with very few "downsides." We have visited the Grand Tetons the last two years. It is the first time that my children have ever been on a horse and the opportunity to learn about the history of that area is invaluable. The rest of our trip was spent in a car gazing afar at the beautiful wildlife. This was a wonderful chance to interact with nature in a unique area of the park.

Topic Question 4:

We could choose to go anywhere on our summer vacations but we have chosen the last few years to go to the Grand Teton because of their beauty and the opportunity to interact with nature. The Sawmill trails were used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch. Riding in this area does not conflict with any other goals set by the park. Please reconsider this. This area has been available for commercial horseback riding for years, and ending it now would be a travesty.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 275

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/08/2014 Date Received: 09/08/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We support Alternate D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars and encourages diverse access for safely enjoying the corridor outside of the car.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of motor vehicle trips area wide. For visitors and locals alike, under Alt B or C, to get from the Westbank to Moose and back will be a 50-mile round trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 276

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/08/2014 Date Received: 09/08/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
None of the 4 mentioned

Topic Question 2:
All include too much human intrusion on wildlife.

Topic Question 3:
Strategies that deal with a more friendly attitude to the needs of wildlife.

Topic Question 4:
Do not pave any of the gravel parts of the Moose-Wilson Road. Wildlife doesn't like pavement, and it is unnecessary. The gravel road helps to keep the speed of vehicles down. If the road were paved, vehicles would go considerably faster.

Comments: I am one of the many people who has been up and down the Moose-Wilson Road and it is obvious that the area is sought after by wildlife. The humans largely disrespect the wildlife, and one of the biggest things that I see is the crowding of animals to take pictures or to just get close. I am sure that these people know they should not get so close to a Moose or a Black Bear for instance. I don't want any more of the land along the road converted into something that pleases humans but not wildlife. There are miles and miles of hiking trails, bike trails, roads, already in the park and in the surrounding area. New trails are being created as I write this. The park is not under the control of one group of people, one town, one county or one state. This is a NATIONAL park. I am very much in favor of a decision that is very wildlife friendly. If that means putting a limit on traffic, closing the road- -whatever it takes. The wildlife need all

the room possible. They are the ones who call this park home and are struggling to survive.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 277

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/08/2014 Date Received: 09/08/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Alternative # 1. Only because an option to simply pave the dirt section and that is all has not been presented to the public.

Topic Question 2:
All of them

Topic Question 3:
Simply pave the dirt section, that is all. This will reduce maintenance costs and increase visitor satisfaction. All data clearly shows that the existing paved section allows for safe motorized traffic with little or no resource damage or wildlife fatalities. If a pedestrian / bicycle access is deemed necessary, created a dirt pathway adjacent to the roadway. All pathways do not need to be paved just as all roadways do not need to be paved.

Topic Question 4:
Allow for comment on this proposal to the public for a more fair and inclusive review.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 278

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 2:

It seems as though creating the bike paths will necessitate destruction of trees to create space as well as increasing bike traffic will inevitably cause more wildlife-human conflict.

Comments: I have been trail riding in the park for over 20 years, it is an amazingly unique and non-invasive way to view this amazing place and it would be so heartbreaking to see this disappear. How are we supposed to protect incredible parks such as this if there is no safe way to view and appreciate these places from horseback?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 279

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:

I prefer Alternative A - No Action. The other alternatives appear to improve the road, inviting more use, and yet restrict use.

Topic Question 2:

I am against the bicycle pathway because of the cost, the environmental impact construction would cause, and the potential for human-wildlife encounters as bicyclists speed along the path.

The re-routing of the northern end of the road does not seem like such a bad idea, because it would protect fragile habitat.

I am not opposed to paving the southern end of the road.

I am opposed to use restrictions as mentioned, limiting daily usage or engaging in a sign-up system.

I am opposed to changing anything about the Laurence S. Rockefeller Preserve.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 280

Author Information

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Correspondence Information

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Notes:

Correspondence Text

Topic Question 4:

I do not agree with any of the proposals. As a regular user of the Moose Wilson road, I have three suggestions.

- 1) Reduce the speed limit and enforce the speed limit vigorously. My experience is that commuters and Taxis, as well as tourists who don't know the risk to wildlife, speed through the corridor recklessly. This is a narrow winding road, with an abundance of wildlife traffic and lots of drivers actively looking for wildlife (not focused on driving). The speed limit should be 20mph and actively enforced.
- 2) Create more pullouts. The recent practice of blocking off pullout space makes no sense. Slower traffic needs places to pull off the road to let others pass. Wildlife viewers need places to pull off the road so they aren't blocking traffic. Instead of building a new road and new pathway, create more turnouts. This would be immeasurably lower impact on the environment and wildlife.
- 3) Move the intersection with the Teton Park Road behind the entrance gate. The road is gated at one end and not the other?

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 281

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Decrease speed limit
No increase in pavement
no habitat disturbances
no bike path
no removal of trees or vegetation
no commercial use
no winter grooming
no added pullouts or info kiosks

Topic Question 2:
Decrease speed limit
No increase in pavement
no habitat disturbances
no bike path
no removal of trees or vegetation
no commercial use
no winter grooming
no added pullouts or info kiosks

Topic Question 3:
Decrease speed limit
No increase in pavement

no habitat disturbances
no bike path
no removal of trees or vegetation
no commercial use
no winter grooming
no added pullouts or info kiosks

Topic Question 4:

Decrease speed limit
No increase in pavement
no habitat disturbances
no bike path
no removal of trees or vegetation
no commercial use
no winter grooming
no added pullouts or info kiosks

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 282

Author Information

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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:
Unable to access this info - problem with the URL

Topic Question 2:
As above

Topic Question 3:
As above

Topic Question 4:
I would like to see this corridor remain as it is, but would like to have some better use planning. First of all, protecting the wildlife - though temporary, the process of paving would be a huge impact. Is this measure being considered because of cost of future maintenance (maintaining pavement vs. grading)? I would simply like to see that certain sized vehicles not be allowed on this road. Even if it's paved, or there WAS a bike path, it is still so narrow that it is not safe, and oversized vehicles diminish others enjoyment of this area. It' the natural topography of this corridor. Granted there was once no road there at all, but bigger is not better. If anyone chooses to ride their bike here, they are making their own decision knowing there are other safer places to go for a ride. Not allowing extra large vehicles on this road would be safer for bikes also. If ther was a bike path added, I would like to see it be right alongside the existing road, to not take away from the beautiful woods.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 283

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

1. No to the bike path along Moose-Wilson road corridor. The cost-benefit ratio on this proposal is not good enough to justify the immense negative impact on the corridor. This corridor is unique and wonderful. There are no other roads in this area where so much wildlife can be accessed and seen from a car. This road allows those with impaired ability to get out into nature to actually get up close and personal with all the wildlife that resides in the area. By widening the corridor, and destroying and disturbing the land adjacent to the road; you would be pushing all wildlife further into the wilderness. Our family has been coming to Jackson and Teton Village for many years, and I don't think I have ever driven this road without seeing something of interest. Please don't destroy the corridor.

2. Please do not close commercial horse back riding on the Sawmill Ponds Trail. We have been Dude Ranching in Teton Village since my wife was child. We now take our children every summer. As a "dude" I can say that there is nothing better than riding through the Park and having access to the wonderful and beautiful trails that are there. This past summer was, in fact, the first time that I rode up to the old White Grass Ranch. It is amazing to see and feel the history of these old ranches. Being in the Park on horse back is a wonderful way to experience and imagine the old west, the way it was meant to be seen. We love it, and fear the negative impact that closures to riding in the park would have on our favorite ranch, R-Lazy-S. Without the park, and the variety of trails available right from the ranch, I don't see how they would make a go of it. Dude ranching is an important and historical activity for the Teton region. It exposes and entrances people from all over the country and the world to the majesty of the Tetons and the culture and history of the area. These resources have to be protected, but they must also be accessible for responsible uses.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 284

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

1st and primary is the reduction of vehicle speed. I believe the cost hire of an additional employee ranger/type would more than be paid from the speeding ticket fees. I do not travel that road without vehicles speeding toward me and even passing me at ridiculous and this is in prime habitat areas/beaver ponds. Stop the excessive speed. That can be accomplished now. I do not agree in diverting the road to the chapel. I believe the road can be one-way. This would be ideal. It can be monitored with a traffic light. Vehicles can be prepared to stop a while and enjoy the park while waiting for the opportunity to drive the road at a snails pace. Of course it would be two lane and slow between Murie Center and LSR. Do not change he parking or roads or parking area for death canyon trail head or white grass.

Topic Question 2:

I do not agree with grooming the road for snow removal in the winter. Closing the road October 31 is key for wildlife. I do not agree with disrupting the wildlife further by taking out trees or widening roads or turn outs. It is an amazing gift to travel the road, slow down enjoy in and for the most part stay in your vehicle and respect the wildlife. Do not pave additional portions. This adds speed.

Topic Question 3:

No loaded guns on this road. No pedestrian traffic at all in certain areas, moose ponds et

Topic Question 4:

Do not change the road other than to slow cars down, reduce pedestrian traffic and provide one way traffic on certain portions of the road. I would like to see the DEIS published. I cannot find it on line.

Comments: Many park visitors see bear on the road in this portion of the park. Do not destroy this bear habitat which is so fragile to changes in road and trail disruption.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 285

Author Information

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Correspondence Information

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Notes:

Correspondence Text

i bike more than i ride horses. when i do ride a horse i do it in your beautiful state. i dont see the necessity of such an extensive project with so much natural destruction and the negative effect it will have on visitors , wildlife and plant life. it's rather easy for bicyclist to ride just about anywhere but much more difficult for horseback riders to find quality riding areas. Please don't let this go through.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 286

Author Information

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Correspondence Information

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Date Sent: 09/08/2014 Date Received: 09/08/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Traffic Management along Moose- Wilson Road

Alternative B and C - Provide traveler alerts before entrances to inform visitors of traffic congestion, full parking lots, and potential wait times, and give them the opportunity to choose an alternate route before entering the corridor.

Physical Characteristics of Moose- Wilson Road

Alternative B - The existing, unpaved section of Moose-Wilson Road would be paved.

Moose- Wilson Road Realignment

Alternative C - Existing road segments adjacent to wetlands would be reconstructed to correct drainage issues and improve road conditions.

Turnouts and Parking

Alternative B - Establish an adequate number of strategically located turnouts to allow for visitor parking while reducing resource impacts.

Alternative B - Apply design solutions to roadside parking that would reduce resource impacts from parking off-road.

Some additional turnouts may be beneficial given the 6,130 sq meters of user-created parking areas on the Moose Wilson Road. However, from personal experience in GTNP and Yellowstone NP, visitors will not necessarily use pullouts when they stop to see wildlife unless the pullout is very close to the wildlife. In all likelihood vehicles will stop on in the road at the point where an animal is seen.

Bicycle Use

Alternative B and C - During seasonal periods when the road is closed to motor vehicles, bicycles would be permitted to use the road when it is free of snow and ice

Alternative D - Construct a multiuse pathway parallel to Moose-Wilson Road.

Whilst this is a wonderful idea, exacting cost benefit analysis should be conducted to evaluate the economic feasibility and opportunity costs of constructing and maintaining a pathway.

Commercial Activity

Alternative B - All other commercial traffic, including taxis, would be prohibited.

Death Canyon

Alternative C - The Death Canyon trailhead would be relocated to a site near White Grass Ranch, approximately 0.4 mile from its current location. A parking lot would be provided for 60 vehicles, serving both the trailhead and visitors to White Grass Ranch. The abandoned section of the trailhead access road would be converted to a trail. The remaining unpaved portion of Death Canyon Road would be improved to a single lane, gravel surface with turnouts for passing.

I prefer Alternative C to Alternative B. Alternative C addresses the needs of parking at Death Canyon Trailhead with fewer changes to existing trails. The hike up to Phelps Lake Overlook is a popular hike for families including older people and children. Alternative B, which adds a mile to the hike, may discourage those visitors.

Expansion of the Death Canyon parking area is needed to accommodate the relatively large number of vehicles parked in visitor-created parking areas, at times more than double the number of vehicles as in the existing designated trailhead parking area.

Winter Access and Use

Alternative A - The unplowed section of Moose-Wilson Road would continue to extend from the Death Canyon Road junction to Granite Canyon Trailhead.

Alternative D - Enhance winter recreational opportunities (i.e., cross-country skiing) by improving parking and seeking a partner to groom the unplowed section of Moose-Wilson Road. Northern winter parking would occur at an improved parking area north of the Death Canyon Road junction

Visitor Use and Experience/Education and Interpretation

Alternative C - In keeping with the goal of self-discovery in this alternative, "minimal low-impact interpretive media would be provided. Very few interpretive signs and structures would be installed on the landscape. Pre-visit information and electronic media to prepare visitors for self-discovery prior to entering the corridor would be the focus.

Alternative D - Provide additional restrooms at Granite Canyon trailhead parking area and at the new "winter" parking area north of the Death Canyon Road junction to manage human waste during the winter.

Topic Question 2:

Traffic Management along Moose- Wilson Road

Alternative B - Adaptive Strategy: "installing a gate to prevent through-traffic at certain established peak hours during the peak season, thereby encouraging use of the road only as a means for visiting destinations within the corridor at those times.

According to the Utah State University interdisciplinary study of usage of the Moose Wilson Corridor, the majority of vehicle users (54%) drive all the way along the road without stopping. The road is itself a destination and the drive along it a visitor experience enjoyed by many. Preventing through traffic will

prevent visitors from experiencing the entire road as a destination.

Alternative C - Close Moose-Wilson Road to motor vehicles two days per week to provide dedicated pedestrian- and bicycle-only access,

According to the Utah State University interdisciplinary study of usage of the Moose Wilson Corridor only 5% of parking visitors hike well beyond the parking area. Visitors on foot walk or hike from the trailheads and not along the road. This pattern of usage does not justify closing the road to vehicles 2 days a week for the use of pedestrians. Additionally, people do not want to walk along the road, they want to walk on trails. Equally, bicycles represent only 2-3% of the total road usage, this level of usage does not justify closing the road to vehicles 2 days a week for the use of cyclists.

Alternative D - Adaptive Strategy: Manage traffic volumes on Moose-Wilson Road by establishing a reservation system. Visitors without reservations would be accommodated on a space available, first-come, first-served basis.

A reservation system seems too bureaucratic a visitor experience for a natural and un-spoilt environment such as GTNP.

Moose- Wilson Road Realignment

Alternative B and D - The 0.6-mile section of roadway between Murie Ranch Road and the base of the hill near Sawmill Ponds would be abandoned and a new segment would be constructed to intersect with Teton Park Road at its junction with the Chapel of the Transfiguration Road.

There seems to be insufficient reason to abandon this section of the road. The steepness of the hill acts to slow vehicles down and adds to the variety and interest of the road. Rather than abandoning the road and going to the expense of constructing a new road, turnouts could be added at the base of the hill and the top of the hill to alleviate congestion associated with the presence of wildlife.

Alternative B and D - 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

Why go to the expense of realigning this segment of the road if it can be reconstructed as in Alternative C? Existing road segments adjacent to wetlands would be reconstructed to correct drainage issues and improve road conditions.

Turnouts and Parking

Alternative D - Improve parking/turnout facilities and add additional parking or turnouts in strategic areas.

According to the Utah State University interdisciplinary study of usage of the Moose Wilson Corridor, the majority of vehicle users do not stop, spending less than 30 minutes in the corridor. As such, additional new parking areas do not seem warranted. However, additional turnouts do seem warranted.

Commercial Activity

Alternative D - Expansion of commercial activity in the Moose Wilson Corridor will detract from the current visitor enjoyment of the natural environment.

Visitor Use and Experience/Education and Interpretation

Alternative D - interpretive media and programs would be made available at key visitor gathering areas in the corridor.

I am in favor of keeping the visitor experience one of self-discovery, limiting interpretive media and programs to entrance stations and to pre-visit information and online media.

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

Topic Question 3:

Expand the use of Wildlife Brigade type of volunteers and staff to manage road safety and alleviate congestion when animals are seen.

Comments: The Moose-Wilson Road is a treasure and the drive from one end to the other a unique experience. In addition to preserving the beauty and integrity of destinations accessed from the Moose-Wilson Road, the experience of driving the entire length of the road itself needs to be preserved.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 287

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Alternative D will help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Topic Question 4:

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Alternative D will help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 288**

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Notes:

Correspondence Text

Topic Question 1:
A or D. KEEP THE ROAD OPEN . The addition of the bike path would be fantastic.

Topic Question 3:
The addition of the bike path would be fantastic.

Topic Question 4:
People commute to work on this road. Shutting it down to car traffic is irresponsible and unnecessary.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 289

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I would like to see additional time for input and commentary beyond the one month period ending mid September. This is a huge incremental change in road width.

Topic Question 2:

as above. The scope may be a convenience or a human-centric improvement, but we are guests in the park, the wildlife are the reason the park needs protection

Topic Question 3:

fewer private vehicles, more shuttle use

Topic Question 4:

please rethink this. Please allow at least through mid-November for commentary and addl input/study. The damage could be irrevocable. The Park should be about the wildlife not ease of access

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 290

Author Information

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Date Sent: 09/08/2014 Date Received: 09/08/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I think the best alternative is NO ACTION- -see below for clarification.

Topic Question 2:
Don't see the need for pathway there. . .if there is room for a bike path, there is room to create pullouts so that wildlife viewing doesn't clog the road. I don't think you should widen the road because people already go too fast as it is, and I think you should lower the speed limit to 20 and have more enforcement of the speed limit. Then it would also be safer for bikers. There are existing pullouts that have had logs put across them, and I think this is wrong. It sends the wrong message- -don't stop and enjoy wildlife- -speed as fast as you can go and stop for nothing- -not for animals, hikers, bikers. I don't see closing the road for certain uses on certain days- -too confusing. The \$ spent on creating a bike path could be spent merely creating or updating the turnouts, and it would certainly cost a ton less \$ and cause a lot less disruption.

Topic Question 3:
I think the essential problem is an incompatibility between getting Teton Village people to the airport in a hurry, especially

in those taxis I see speeding like mad, and the slower paced, more peaceful wildlife viewing activities that many others use that road for. It is known to be a wildlife viewing treasure, and people go there for that. I do not think it is the concern of a National Park to ensure that people in fancy, expensive accommodations in Teton Village get to an airport! They can go the longer way and still get there, or they could build a road/bridge across the Snake river. That way, if one bridge washed out, people would have another route across the Snake River. That is all Teton Village's concern for their economy, not the concern of the Park! Plus they add wear and tear on the road- -are they paying for your road through the Park? I think not. People come to the Park hungry to see wildlife, which they can't see at home- - otherwise why come?

Topic Question 4:

Make the road wildlife watcher friendly- -that seems in character for the values of a National Park. It affords plenty of viewer education opportunities. Put the \$ into widening and providing pullouts and paying naturalists to educate people on what they are seeing. Not just indoors in the visitor center, but outdoors, first hand experience. The \$ doesn't need to go to widening roads so more people can go faster and see less. The road killed animals will go up, and the value of the visitor experience will go down. This is an incredible, beautiful national Park.

Also, you have an aging population who can't necessarily bicycle or hike long distances in and along the MW road- - everyone isn't young and agile. I can't see penalizing those people by saying well, you have to hike in or bike in. That's age discrimination. Park visitors come in all ages, and some are physically handicapped. They would love to see the wildlife but need to travel by car.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 291

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Notes:

Correspondence Text

Topic Question 1:

I think that alternative D addresses the Park's issues and concerns the best, and addresses the local and national communities' issues.

Balancing the need to preserve Park directives for wildlife, for low impact access through the corridor, and the unique values of the corridor are best addressed in Alternative D.

Adding access to the park through alternative means of transportation - bicycling and walking along a dedicated pathway, realigning the road away from sensitive habitat, and retaining management strategies to deal with traffic all make sense.

Additionally, i believe that using your management techniques to integrate transit makes sense.

Topic Question 2:

Trying to manage road closures, whether daily, or alternating will be a nightmare. Better to manage traffic through car counts or transit, plus pathway access.

Comments: The Moose Wilson corridor can remain a unique place within the park: provide alternative ways to experience this place by forward thinking on transportation issues. Management tools enabled by technology, plus safe, enjoyable access on pathways means less cars, less dust, less impact on environment in the corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 292

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I would like to share my support to PREVENT bicycle paths. I would like to share my support for allowing commercial horseback riding from Sawmill Ponds to continue. Our family spent a week at R Lazy S ranch for a week in August of 2014. It was the greatest vacation we ever had. Your national parks that we used for trails, had the most beautiful effect on our entire family. This untouched area should stay untouched. Please let the bicycles ride on the trails that they have and let the horses stay on the trails that they have. Please don't mess this up.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 293

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Correspondence Text

Topic Question 1:

Strategies that mitigate the high demand to travel on the Moose-Wilson Road are preferred. Use of the road should be as a park facility and by prior reservation. Parallel examples would be the Washington Monument or Washington State Ferries in the summer time. The reservation system would limit the number per hour on the road and protect the visitor experience. Many parks national parks or monuments need advance reservation systems to manage demand. This roadway experience through GTNP is no different.

Topic Question 3:

I would like to see consideration of rubber tired, zero emission trains to carry people rather than private autos.

Comments: Please recognize that Teton County and it's residence do not own this park roadway, nor do they have any priority for it's use simply due to their proximity to the road. It is a National Park and we all own the park through the U.S. National Park System. The suggested advance reservation permit system should eliminate local commuter traffic except for permitted access to trail heads. Locals should be viewed the same as any other visitor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 294

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Correspondence Text

Topic Question 1:

I prefer resetting the Moose road and have an accompanying bike path

The current road is best for wildlife viewing but the mix of cars creates chaos at bear or moose jams. Leave the old road for walking or biking and make a new road to get to Moose and the Park in a less contorted way.

Topic Question 3:

Please -no mater what- pave the first part of the road. It is a travesty to pay to enter the park and then choake on dust while dodging huge potholes while trying to avoid on coming cars.

Topic Question 4:

Please put a bike path in some where to connect Teton Village with Moose. It is the missing link in the wonderful bike system around Jackson.

Comments:

pave the road!

Create a bike path!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 295

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Correspondence Text

Topic Question 1:

I as resident of Jackson, a cyclist, hiker, environmentalist, and conservationist, I see the most important piece of this plan is to introduce a paved pathway to the Moose Wilson corridor. I believe this could be achieved through a number of methods and feel that it takes precedence over any motorized use within the region. This could be achieved by eliminating motor vehicle use on the road and paving it for hikers and bikers or by adding a new pathway adjacent to the existing road. This plan will allow for residents and visitors alike to experience the natural beauty of the corridor while having little impact on the wildlife within the area. This type of pathway will become celebrated within the park system nationally and will be a great addition to Jackson Hole. I believe it should be carried forward for the safety of the road users, the protection of the environment, and the economic and social prosperity of Jackson Hole. I would also support any other plan that includes a paved pathway; however, my preference is to limit traffic in the corridor to cycling and hiking.

Topic Question 2:

I question the need for two way vehicular traffic on a paved road in the corridor. I believe the amount of traffic that paving the road will result and the alternatives proposed for limiting traffic are not worth the cost of altering the current situation. I would prefer to see the status quo remain over increased traffic in the region. Should this be considered, it is essential for a paved pathway to be considered.

Topic Question 3:

Consider keeping the road as is and adding a paved pathway. This strategy would preserve the natural beauty of the area and allow for safe bike travel in the park. The other paved pathways make GTNP one of the gems within the park system for bikers.

Topic Question 4:

It seems crazy to me that the National Park Service does not support more paved pathways within the system. This type of use should be promoted and exemplified in order to support the health and well being of the country.

Yellowstone should have the foresight to add some paved pathways and encourage environmentally friendly modes of transportation. You should also consider allowing fat bikes (Snow bikes) on groomed roads in GTNP and Yellowstone, it is truly ridiculous that it is not allowed when snowmobiles are in Yellowstone, and skate skiing is in GTNP.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 296

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Topic Question 2:

No bicycle pathway on the Moose-Wilson Road

It would destroy over 3000 trees in a very pristine historical wooded area.

Increases the potential for wildlife and horseback rider conflicts.

With only 3% of park users currently using the bicycle paths, we just don't see the benefit of such a large and disturbing project.

Do not close commercial horseback riding on the Sawmill Pond Trails

It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management.

Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?

This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch.

By taking interpretive rides through these historical ranches, we help reach a park's goal to protect and maintain cultural resources as important links to the human history of the Moose-Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Comments:

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Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 298

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Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

I think gates and closures are bad solutions to traffic management. Instead, I think we should inspire and enable 10-30 percent more of the visitors to use bikes, feet or transit.

Topic Question 2:

I think that gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. Under Alternatives B or C will make the Westbank to Moose and back a 50-mile round-trip journey instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, I think we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Topic Question 4:

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

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future. No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Comments:

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Correspondence Text

Topic Question 2:

No bicycle pathway on the Moose-Wilson Road

A bike path on the Moose-Wilson Road would be detrimental to the area's environment and the public's subsequent enjoyment of that environment. It would destroy over 3000 trees in a very pristine historical wooded area and is dangerous for cyclists given the high density of wildlife in the area. The path would harm the entire population (animal and human) while benefiting a tiny fraction of that population who cycle. The large project would be a huge burden on the entire ecosystem and the local economy, while benefiting a very few.

Increases the potential for wildlife and horseback rider conflicts.

Horseback riding, as it utilizes existing animal trails and does not require heavy equipment for construction nor permanent asphalt disrupting the natural environment, should be encouraged as an alternative. The Sawmill Pond Trails, for instance, can be accessed by horseback without harming the animal population. For almost a century, horseback riding has proven beneficial to the park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 300

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Correspondence Text

Topic Question 1:

We fully support two of the three key elements presented in Alternative B. In particular, the concept that the Moose-Wilson corridor should be mainly a visitor destination seems consistent with sustained achievement of the goals and desired future conditions set forth at the beginning of the plan. We don't believe that achievement of these goals and desired future conditions can be established and sustained if the corridor continues as a two-way through road during peak season. We fully support the proposal to realign two segments of the northern portion of the road to address congestion associated with the presence of wildlife, etc.

While we appreciate the position of others that the unpaved section of the road should remain unpaved, we also see merit to paving it. There are many reasons for our opposition to the multiuse trail proposed in Alternative D; however, providing opportunities to ride bicycles in this corridor is not among them. It seems logical to us that our comments should also reflect support for bicycle enthusiasts.

We also support the proposal in Alternative B that winter maintenance of Moose-Wilson Road would end at the Murie Ranch access road junction, and winter use would be limited to skiing, snowshoeing, and walking, without grooming.

Topic Question 2:

This planning process is based on multiple and strong indications that the identified goals and desired future conditions for the Moose-Wilson corridor cannot be achieved without change. Accordingly, the

No Action Alternative A should not be carried forward.

The key elements of Alternative C should not be carried forward. In fact, these key elements seem limited to traffic management. The proposal to close a portion of the road to vehicles two days a week certainly has merit, and some visitors would benefit from the opportunity to hike or ride a bicycle along this corridor absent vehicles. However, such closures would inevitably deny many visitors access to this part of the park should their visit be limited to the two days it was closed to vehicles. The plan does not present a rationale that such closures would do more than temporarily reduce impact to wildlife or other natural or cultural resources. The proposal to limit the number of vehicles entering the corridor would likewise create unequal opportunities for visitors. And, based upon our experience, it would be an extraordinary communications and management challenge to implement effectively. At best, such a proposal would seem no more than an interim placeholder until a long-term strategy is established to control traffic.

Alternative D should not be carried forward. While Key element #1 - Realignment to address congestion associated with the presence of wildlife is among those we support in Alternative B (see comments in next section), the two remaining key elements - construction of a paved separated multiuse pathway and hourly limits on vehicles - cannot be supported. In particular, we strongly oppose the proposal to construct a paved multiuse pathway; it would result in significant harm to the cultural and natural resource values of this portion of the park. The development and visitor use described in this alternative violates the basic premise of the planning process, which is that operational changes should be compatible with the goals and desired future conditions that are described at the outset of the document.

Most of the nearly 1,050 members of CNPSR began their careers with NPS near the end of an era when park managers were scrambling to accommodate most traditional and many emerging types of visitor activities in parks. It was during our careers that all of us, from decision makers to field rangers, came to understand that lines had to be drawn so that park resources would not be impaired, and in some circumstances could be restored. In many parks, tough decisions were made to reduce the footprint of past and often inappropriate development and to set limits on many forms of public use. Alternative D represents to us a reversal in this evolution toward preservation that so many of us tried to achieve; it seems the antithesis of where the Park and NPS should be going as we plan a celebration of the first 100 years of the NPS.

Topic Question 3:

It seems clear that a principal impetus of this planning process is to find long-term solutions to the growing challenge of vehicle congestion in this corridor, and two traffic management strategies are presented. As noted above, we believe that the proposal to seasonally block through traffic by placing a gate at the appropriate location along this route will significantly reduce congestion, is feasible, and should be further evaluated. The alternative proposal, which would essentially place an hourly limit on vehicle access to the corridor during peak use periods does not seem feasible to us.

However, there are other traffic management strategies that have been implemented with substantial success in many park areas throughout the National Park System. In particular, we suggest that the potential for limiting vehicle travel to one-way be evaluated. If feasible, such an approach might substantially mitigate congestion and achieve the stated goals and desired future conditions. We also suggest that the potential for some form of a shuttle system be explored. Each of these management strategies requires considerable analysis, planning, and management, and obviously must be designed to meet local conditions. But both have a strong record of success in many sites in many park areas.

Topic Question 4:

In our February 6, 2014 comments submitted during the scoping process we wrote that "CNPSR has determined that Grand Teton National Park's initiation of planning for the future of the Moose-Wilson corridor is precisely the type of issue that warrants our organization's close attention because of its National Park System-wide implications and its ability to raise the public's awareness of the values and purposes of the National Park System." As mentioned above, we appreciate that all topics addressed in this document are important. However, we have chosen to focus mainly on the two that best reflect the reasons we have engaged in this planning process.

Traffic management has long been nationally prominent, and many park areas have found ways to mitigate high profile challenges posed by too many cars in key places. Ideas and various models are implemented and evaluated nationally, and sometimes internationally; mistakes are made, and lessons are learned. We urge that, as this process moves forward, the full menu of possibilities to achieve the goals and desired future conditions set forth in the plan will be fully evaluated in the context of improved traffic management.

The other issue with national implications is the proposal to construct a separate multiuse path in the corridor. Decisions about such construction go to the heart of what our national park system will be in the future. Will it lean toward supporting more and more varied recreational uses, even if it means significant harm to park resources; or will it set a tone for our next century with a determination that resources will not be impaired?

Comments: September 9, 2014

Grand Teton National Park
ATTN: Moose-Wilson Planning Team
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Re: Comments on Moose-Wilson Corridor Preliminary Alternatives

Dear Moose-Wilson Planning Team:

We appreciate the opportunity to offer comments from the Coalition of National Park Service Retirees (CNPSR) regarding the Preliminary Alternatives for the Moose-Wilson Corridor Comprehensive Management Plan. CNPSR is a volunteer membership organization comprised of almost 1,050 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.

Before addressing the topic questions set forth in the Preliminary Alternatives Newsletter, we applaud the National Park Service for developing and presenting a clear set of goals and desired future conditions for the Moose-Wilson corridor. They effectively fulfill the essential step of defining the future for this corridor. Moreover, these goals and desired future conditions seem fully consistent with the laws and policies of the National Park Service. They also reflect the central theme of our comments during the scoping period, and will serve as the context for our comments on the preliminary alternatives.

Our comments will focus mainly on the "Key Elements" that appear to identify the most significant

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

management actions contained in each alternative. Other proposals involving commercial activity, visitor use/interpretation, turnouts and specific trailhead design, winter use, etc. are certainly important. However, and as set forth in the alternatives, the actions proposed related to these activities are consistent with key elements. We may comment further on some of these issues when the Draft Environmental Impact Statement (DEIS) is issued.

TOPIC QUESTIONS:

1. Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

We fully support two of the three key elements presented in Alternative B. In particular, the concept that the Moose-Wilson corridor should be mainly a visitor destination seems consistent with sustained achievement of the goals and desired future conditions set forth at the beginning of the plan. We don't believe that achievement of these goals and desired future conditions can be established and sustained if the corridor continues as a two-way through road during peak season. We fully support the proposal to realign two segments of the northern portion of the road to address congestion associated with the presence of wildlife, etc.

While we appreciate the position of others that the unpaved section of the road should remain unpaved, we also see merit to paving it. There are many reasons for our opposition to the multiuse trail proposed in Alternative D; however, providing opportunities to ride bicycles in this corridor is not among them. It seems logical to us that our comments should also reflect support for bicycle enthusiasts.

We also support the proposal in Alternative B that winter maintenance of Moose-Wilson Road would end at the Murie Ranch access road junction, and winter use would be limited to skiing, snowshoeing, and walking, without grooming.

2. Which strategies in the preliminary alternatives do you think would not achieve and address the need for the plan? Why do you think they should not be carried forward?

This planning process is based on multiple and strong indications that the identified goals and desired future conditions for the Moose-Wilson corridor cannot be achieved without change. Accordingly, the No Action Alternative A should not be carried forward.

The key elements of Alternative C should not be carried forward. In fact, these key elements seem limited to traffic management. The proposal to close a portion of the road to vehicles two days a week certainly has merit, and some visitors would benefit from the opportunity to hike or ride a bicycle along this corridor absent vehicles. However, such closures would inevitably deny many visitors access to this part of the park should their visit be limited to the two days it was closed to vehicles. The plan does not present a rationale that such closures would do more than temporarily reduce impact to wildlife or other natural or cultural resources. The proposal to limit the number of vehicles entering the corridor would likewise create unequal opportunities for visitors. And, based upon our experience, it would be an extraordinary communications and management challenge to implement effectively. At best, such a proposal would seem no more than an interim placeholder until a long-term strategy is established to control traffic.

Alternative D should not be carried forward. While Key element #1 - Realignment to address congestion associated with the presence of wildlife is among those we support in Alternative B (see comments in next section), the two remaining key elements - construction of a paved separated multiuse pathway and

hourly limits on vehicles - cannot be supported. In particular, we strongly oppose the proposal to construct a paved multiuse pathway; it would result in significant harm to the cultural and natural resource values of this portion of the park. The development and visitor use described in this alternative violates the basic premise of the planning process, which is that operational changes should be compatible with the goals and desired future conditions that are described at the outset of the document.

Most of the nearly 1,050 members of CNPSR began their careers with NPS near the end of an era when park managers were scrambling to accommodate most traditional and many emerging types of visitor activities in parks. It was during our careers that all of us, from decision makers to field rangers, came to understand that lines had to be drawn so that park resources would not be impaired, and in some circumstances could be restored. In many parks, tough decisions were made to reduce the footprint of past and often inappropriate development and to set limits on many forms of public use. Alternative D represents to us a reversal in this evolution toward preservation that so many of us tried to achieve; it seems the antithesis of where the Park and NPS should be going as we plan a celebration of the first 100 years of the NPS.

3. Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

It seems clear that a principal impetus of this planning process is to find long-term solutions to the growing challenge of vehicle congestion in this corridor, and two traffic management strategies are presented. As noted above, we believe that the proposal to seasonally block through traffic by placing a gate at the appropriate location along this route will significantly reduce congestion, is feasible, and should be further evaluated. The alternative proposal, which would essentially place an hourly limit on vehicle access to the corridor during peak use periods does not seem feasible to us.

However, there are other traffic management strategies that have been implemented with substantial success in many park areas throughout the National Park System. In particular, we suggest that the potential for limiting vehicle travel to one-way be evaluated. If feasible, such an approach might substantially mitigate congestion and achieve the stated goals and desired future conditions. We also suggest that the potential for some form of a shuttle system be explored. Each of these management strategies requires considerable analysis, planning, and management, and obviously must be designed to meet local conditions. But both have a strong record of success in many sites in many park areas.

4. What other comments or suggestions do you have?

In our February 6, 2014 comments submitted during the scoping process we wrote that "CNPSR has determined that Grand Teton National Park's initiation of planning for the future of the Moose-Wilson corridor is precisely the type of issue that warrants our organization's close attention because of its National Park System-wide implications and its ability to raise the public's awareness of the values and purposes of the National Park System." As mentioned above, we appreciate that all topics addressed in this document are important. However, we have chosen to focus mainly on the two that best reflect the reasons we have engaged in this planning process.

Traffic management has long been nationally prominent, and many park areas have found ways to mitigate high profile challenges posed by too many cars in key places. Ideas and various models are implemented and evaluated nationally, and sometimes internationally; mistakes are made, and lessons are learned. We urge that, as this process moves forward, the full menu of possibilities to achieve the goals and desired future conditions set forth in the plan will be fully evaluated in the context of improved traffic

management.

The other issue with national implications is the proposal to construct a separate multiuse path in the corridor. Decisions about such construction go to the heart of what our national park system will be in the future. Will it lean toward supporting more and more varied recreational uses, even if it means significant harm to park resources; or will it set a tone for our next century with a determination that resources will not be impaired?

Thank you for your consideration of our comments.

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Elaine Priday

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 302

Author Information

Keep Private: No
Name: Ann Hickox
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Tucson, AZ 85741
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 303**

Author Information

Keep Private: No
Name: janna piper
Organization: Ms.
Organization Type: I - Unaffiliated Individual
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portland, OR 97293
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 304

Author Information

Keep Private: No
Name: Kay Klinsport
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Seminole, FL 33777
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Park managers are developing a plan that will shape the future of this critical landscape, but powerful special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources. Please lend your voice to support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

Comments: Park managers are developing a plan that will shape the future of this critical landscape, but powerful special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources. Please lend your voice to support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 305

Author Information

Keep Private: No
Name: Carole Henry
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seabeck, WA 98380
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 306

Author Information

Keep Private: No
Name: Lynette N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Concord, CA 94521
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 307

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
valley village, CA 91607
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

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Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 308**

Author Information

Keep Private: No
Name: Judy Schwartz
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Hallandale, FL 33008
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 309

Author Information

Keep Private: No
Name: Lisa C. Lashaway
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Montrose, CA 91020
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 310**

Author Information

Keep Private: No
Name: Butch PHILLIPS
Organization: Photographs by Butch Phillips
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Albuquerque, NM 87104
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 311

Author Information

Keep Private: No
Name: Eugene P. Kiver
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Anacortes, WA 98221-3244
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

Maintain road as only a scenic, slow, gravel road for folks willing to take their time and really get the park experience

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 312

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Sunnyvale, CA 94087
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route.

Topic Question 2:

The strategies that route traffic away from this area. I've been there and seen moose, beavers and even an elk. I'd really like to be able to take my son to see them too.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 313

Author Information

Keep Private: No
Name: Anastasia Hopkinson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Annapolis, MD 21403
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Protect wildlife from human activity.

Topic Question 2:
The goal of the Park is to protect wildlife, not build roads and structures for humans. Humans have plenty of roads and structures elsewhere.

Topic Question 3:
No more roads or structures. Leave the Park as natural as possible.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

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Sincerely,
Anastasia Hopkinson

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 314**

Author Information

Keep Private: No
Name: Scott A
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Mundelein, IL 60060
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

When I visited the Grand Tetons , it was the most amazing sight I've ever seen and I've been all over. DO NOT build up anything and leave the park and it's wildlife free to exist as the lord made it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 315

Author Information

Keep Private: No
Name: Bradley Houseworth
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Stevensville, MI 49127
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 316

Author Information

Keep Private: No
Name: Silvia Frassoldati
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Las Vegas, NV 89129
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 317

Author Information

Keep Private: No
Name: Kathleen S. Morris
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Columbus, OH 43214
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 318

Author Information

Keep Private: No
Name: greg knight
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
abilene, TX 79605
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 319

Author Information

Keep Private: No
Name: Scott Clements
Organization:
Organization Type: I - Unaffiliated Individual
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Davis, CA 95616
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Topic Question 1:
See comment below

Topic Question 2:
See comment below

Topic Question 3:
See comment below

Topic Question 4:
See comment below

Comments: Dear Superintendent Vela,

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 320

Author Information

Keep Private: No
Name: Raymond Paretzky
Organization:
Organization Type: I - Unaffiliated Individual
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Bethesda, MD 20814
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 321

Author Information

Keep Private: No
Name: Michael Dillman
Organization:
Organization Type: I - Unaffiliated Individual
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West Haven, CT 06516
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Reduction of commercial traffic will preserve wildlife and the experience in our national parks that President Roosevelt intended.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 322

Author Information

Keep Private: No
Name: Joan P. Faszczewski
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Springfield, NJ 07081
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

We have to save the planet, Because if we don't they will be no life either from plants or animals.

Topic Question 2:

We have to tell Washington to start thinking what they are doing and some of it is wrong. For example the wolves,bison and even the wild mustangs they are in trouble.

Topic Question 4:

We have to help and make sure the planet is safe. We even have to save the animals from Africa and Asia too. They are in danger right now.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 323

Author Information

Keep Private: No
Name: Pasquale Vairo
Organization:
Organization Type: I - Unaffiliated Individual
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New York, NY 10011
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Best Regards,

Pasquale Vairo

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 324

Author Information

Keep Private: No
Name: Caryn Graves
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Berkeley, CA 94702
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 325

Author Information

Keep Private: No
Name: Anne Kessler
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Point Arena, CA 95468
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 326**

Author Information

Keep Private: No
Name: pamela l. joseph
Organization: n/a
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
westport, CT 06880
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

n/a

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 327

Author Information

Keep Private: No
Name: Alan Carlton
Organization:
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Alameda
Alameda, CA 94501
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Dear Superintendent Vela,

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 328

Author Information

Keep Private: No
Name: Mary Alice Appleman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Austin, TX 78704
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please see comments below.

Topic Question 2:
Please see comments below.

Topic Question 3:
Please see comments below.

Topic Question 4:
Please see comments below.

Comments: Dear Superintendent Vela,

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 329

Author Information

Keep Private: No
Name: Synnove T. Johnson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lynnwood, WA 98036
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

Synnove Johnson

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 330

Author Information

Keep Private: No
Name: Debbie Brush
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Castle Rock, CO 80104
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 331

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Maple Grove, MN 55369
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 332**

Author Information

Keep Private: No
Name: Mary S. Stuman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Boerne, TX 78006
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Topic Question 4:
Please keep the corridor open and protect the animals

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 333

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seattle, WA 98199
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 334

Author Information

Keep Private: No
Name: Paul Borcharding
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
La Grande, OR 97850
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 335**

Author Information

Keep Private: No
Name: Belinda M. Rogers
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Clinton Twp, MI 48035
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Just consider all of the wildlife and the simple beauty of nature.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 336

Author Information

Keep Private: No
Name: Patricia M. Baley
Organization:
Organization Type: I - Unaffiliated Individual
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Las Vegas, NV 89121
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I grew up in Colorado near the Rockies, where often I enjoyed the beautiful mountain environment. It was a gift from God to be able to visit the mountains and see wildlife and the remarkable landscape. To this day I miss the Rockies and all such wilderness areas. So, I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 337

Author Information

Keep Private: No
Name: Alyson Boyer Rode
Organization:
Organization Type: I - Unaffiliated Individual
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Durham, NC 27713
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 338

Author Information

Keep Private: No
Name: Deborah A. Straker
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See comments below

Topic Question 2:
See comments below

Topic Question 3:
See comments below

Topic Question 4:
See comments below

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Deborah Straker

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 339

Author Information

Keep Private: No
Name: Carl Stein
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 340**

Author Information

Keep Private: No
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Organization: private citizen
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Correspondence Information

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

Correspondence Text

Topic Question 1:
We need the ability for wildlife to link up for health and to sustain diverse breeding situations.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 341

Author Information

Keep Private: No
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Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 1:

I think the most important consideration is the lack of habitat for wildlife in an increasingly mechanized era.

Back off on development & allow space for wildlife.

Topic Question 2:

Stop building roads & allow land to go back to bush.

Topic Question 3:

We are increasingly giving way to over building & lack of wild spaces. Allow the parks to become a real antidote to that.

Topic Question 4:

Stop allowing commercial activities such as fracking, logging, & road building in natural areas & allow them to continue to support the original life that belongs there.

Comments: Stop spending money to industrialize our parks & allow them to go 'back to nature' as they were intended to be.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 342

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 343

Author Information

Keep Private: No
Name: Mary C. Steele
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

Anything that tends to increase vehicular traffic should not be implemented. A national park should not be commuter route.

Comments: Dear Superintendent Vela,

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

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PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 344

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Philadelphia, PA 19103
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 345

Author Information

Keep Private: No
Name: Wesley Wolf
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 346

Author Information

Keep Private: No
Name: Laurie Conroy
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Wellesley, MA 02481
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Sincerely,
Laurie Conroy

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 347

Author Information

Keep Private: No
Name: Jan Harris
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Organization Type: I - Unaffiliated Individual
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Homewood, IL 60430
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Sincerely,
Jan Harris

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 348**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 349

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Sincerely,

Robert Blumenthal
Seattle, WA

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 350

Author Information

Keep Private: No
Name: Deidra Zolezzi
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 1:

I am going to answer each question the same. You state in your email to me that you "have" to allow more development, so which strategy is the best. YOUR JOB is to PROTECT the parks, not cave to special interests. YOUR JOB is ensure that the parks, wildlife, plant life, and eco-systems remain healthy and intact for future generations. Your current attitude of "we have to cave" is preposterous and does not correlate to YOUR JOB to protect the parks. At the rate you are going, with our "we must comply with development" interests, every year, there won't be anything left in another 50 years, maybe sooner, or at least nothing worth going to see. Duh, that's their long range plan. Please put your responsibilities to the parks and the wildlife and plant life within FIRST, and ignore the special interests. Why do I even need to say this?

Topic Question 2:

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Topic Question 3:

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

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 351

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:
[REDACTED]
[REDACTED]

Comments: Dear Superintendent Vela,

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 352

Author Information

Keep Private: No
Name: Andrea Chisari
Organization:
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Titusville, FL 32780
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

First and foremost, protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. Ignore selfishness, ignorance, and stupidity of those who would destroy this quiet corridor.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 353

Author Information

Keep Private: No
Name: Lawrence E. Howerton
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Penngrove, CA 94951-9553
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 354**

Author Information

Keep Private: No
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Organization: human race
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Any alternative that protects the wildlife corridor should be considered. Anything else should be discarded

Comments: The world does not exist so a few rich bastards can control all of it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 355

Author Information

Keep Private: No
Name: Randy Harrison
Organization:
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Eugene, OR 97402
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 356

Author Information

Keep Private: No
Name: Sara Avery
Organization:
Organization Type: I - Unaffiliated Individual
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Lafayette, CO 80026
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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Sincerely,
Sara Avery

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 357

Author Information

Keep Private: No
Name: Gloria Picchetti
Organization:
Organization Type: I - Unaffiliated Individual
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Chicago, IL 60613
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you,
Gloria Picchetti

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 358

Author Information

Keep Private: No
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Correspondence Information

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 359

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 360

Author Information

Keep Private: No
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Organization: NPCA
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 361

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Cranford, NJ 07016
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States. As someone who has been to the park, climbed in it, fallen in love with it, and hoping to bring my young children there too, I urge an approach of less is more, i.e. fewer vehicles and carefully managed access.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 362

Author Information

Keep Private: No
Name: Erik Roth
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Minneapolis, MN 55403
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 1:
See #4.

Topic Question 2:
See #4.

Topic Question 3:
See #4.

Topic Question 4:

"No more cars in national parks. Let the people walk. Or ride horses, bicycles, mules, wild pigs- - anything- -but keep the automobiles and the motorcycles and all their motorized relatives out. We have agreed not to drive our automobiles into cathedrals, concert halls, art museums, legislative assemblies, private bedrooms and the other sanctums of our culture; we should treat our national parks with the same deference, for they, too, are holy places. An increasingly pagan and hedonistic people (thank God!), we are learning finally that the forests and mountains and desert canyons are holier than our churches. Therefore let us behave accordingly."
~ Edward Abbey

Comments: Dear Superintendent Vela,

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Erik Roth

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 363**

Author Information

Keep Private: No
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Correspondence Information

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Contains Request(s): No Type: Web Form
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Correspondence Text

All of the above questions are of the utmost importance for our natl. parks to be able to thrive. The parks are an integral part of our country!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 364

Author Information

Keep Private: No
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Elkwood, VA 22718-0111
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 365

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 366

Author Information

Keep Private: No
Name: Thomas Campanini
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 367

Author Information

Keep Private: No
Name: Brian D. Creek
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

Topic Question 1:
Alt. D

I like the road realignment and pulling traffic back from critical habitats and providing a greater buffer and, hopefully, better sight distances. Separating transportation uses on this popular road with great distractions is a great idea. Improving visitor services to actually accommodate the increase of visitors and to provide better services at the LSRP is also a very good idea. Not paving the unpaved section of road, but improving drainage management and mtce are wonderful concepts. I'd like to see the whole thing gravel if it weren't for the maintenance headache and environmental impacts that would cause. Gravel slows traffic and discourages casual travel.

I do not agree with the quota system or reservations. Designing the road for the traffic volume and separating cycling and automotive traffic will improve traffic flow and reduce conflicts. Quotas and road closures are not easy to manage nor are they consistent with the park experience in GTNP. You'd just piss off thousands of potential advocates every year.

Topic Question 2:

Alt A. The use patterns have changed and that needs to be addressed.

Alt B. Pave the road? Really? Also would like to see White Grass Rd. access to historic district maintained.

Alt. C. I do not like the idea of road closures or traffic limits. I hate crowds, but don't think road closures are the way to go. Spacing traffic out only works if nobody stops.

Topic Question 3:

I really don't have the background with your planning process to offer any valid, new input.

Topic Question 4:

Great idea from From Alt. B for self-regulating visitor behavior.

"Provide traveler alerts before entrances to inform visitors of traffic congestion, full parking lots, and potential wait times, and give them the opportunity to choose an alternate route before entering the corridor."

Comments: I would like to thank you for seeing this areas challenges and looking for ways to improve them for the park resources and visitors alike. Change needs to happen to protect wildlife and the park.

Good luck, look forward to seeing what you decide to do!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 368

Author Information

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Tewksbury, MA 01876
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 369

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Hohenwart, UN 86558
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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thanks

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 370

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Howell, MI 48843
USA
E-mail:

Correspondence Information

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Thank you
Sarah Meyers

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 371

Author Information

Keep Private: No
Name: Charlie Day
Organization: NPCA
Organization Type: I - Unaffiliated Individual
Address: [REDACTED],
Tampa, FL 33611
USA
E-mail: [REDACTED]

Correspondence Information

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 372

Author Information

Keep Private: No
Name: Margot VanEtten
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Rochester, NY 14624
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 373

Author Information

Keep Private: No
Name: Douglas W. Roberts
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Philadelphia, PA 19114
USA

E-mail: [REDACTED] Superintendent Vela, I am writing to express my concerns about the futur

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 374

Author Information

Keep Private: No
Name: amy lagrone
Organization:
Organization Type: I - Unaffiliated Individual
Address:
austin, TX 78759
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 375

Author Information

Keep Private: No
Name: Carol J. Mochizuki-Elrod
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lexington, KY 40514
USA
E-mail: [REDACTED]

Correspondence Information

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Correspondence Text

Topic Question 1:

Increased traffic through pristine areas are always detrimental to the wildlife and the solitude of the area. I agree that limited use of shuttles or other form of mass transit/ viewing or tourist vehicles would be more acceptable than allowing an increased traffic pattern emerge in the vicinity however, other forms of transportation, foot traffic, bicycles, horses, would be preferable to motorized vehicles. Winter traffic also needs to be held to a minimum if the desire is to maintain the equilibrium and grandeur of the area. Animals and wildlife are not appreciative of the added noise and pollutants.

Topic Question 2:

Any traffic plan which includes the increase of motorized traffic through this corridor should not be carried forward. We have so few places in this country that are as pristine as the Tetons nor as solitary. Any plan which compromises these qualities should not be moved forward.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Carol Mochizuki-Elrod

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 376**

Author Information

Keep Private: No
Name: Grace W. Tiessen
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Pasadena, CA 91103
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 377**

Author Information

Keep Private: No
Name: Lois Dunn
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
MESA, AZ 85209
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Raise the walkway

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 378

Author Information

Keep Private: No
Name: Julian Siminski
Organization: LUX Art & Design
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Studio City, CA 91604
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 379**

Author Information

Keep Private: No
Name: robert braunstein
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED].
ridgefield, CT 06877
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Notes:


Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 380

Author Information

Keep Private: No
Name: Kathleen L. Galloway
Organization:
Organization Type: I - Unaffiliated Individual
Address:
federal Heights, CO 80260
USA
E-mail: 

Correspondence Information

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Correspondence Text

Topic Question 1:
I would like them to move forward on the plans to reduce vehicle and noise pollution along this corridor.

Topic Question 2:
No comment.

Topic Question 3:
No comment.

Topic Question 4:
I appreciate action on this problem.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 381

Author Information

Keep Private: No
Name: Armando A. Garcia
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Paramount, CA 90723
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Thank you,

Armando A. García

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 382

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Saint Paul, MN 55105
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 383

Author Information

Keep Private: No
Name: Greg Fisch
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Diego, CA 92130
USA
E-mail:

Correspondence Information

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Greg Fisch

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 384

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Cotati, CA 94931
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
Protecting our wildlife for future generations is imperative. People need the opportunity to view but not disturb wildlife.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 385**

Author Information

Keep Private: No
Name: Lynn Diakogiannakis
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Westfield, NJ 07090-1732
USA
E-mail: [REDACTED]

Correspondence Information

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Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 386

Author Information

Keep Private: No
Name: SUNSHINE KIRKPATRICK
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
WEST YELLOWSTONE, MT 59758
USA
E-mail: [REDACTED]

Correspondence Information

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I remember years ago the first time I visited the Moose-Wilson road. What a joy, it was quiet and peaceful.

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

Most of the drivers obeyed the speed limits and there were fewer vehicles than there are now. So much has changed in the last several years, my favorite peaceful small road now seems like a freeway, with cars, trucks, etc. speeding through the area with no concern for anything or anybody. Something needs to happen to stop the madness and I don't mean creating a bigger and faster road through the pristine area known as the Moose-Wilson Road!

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 387**

Author Information

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Correspondence Information

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

Correspondence Text

I am in support of protecting the wildlife along Moose Wilson Rd.
The quiet peaceful experience of visitors should also be a high priority.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 388

Author Information

Keep Private: No
Name: Dave and Rita Cross
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

We are writing to express our concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As lovers of the national parks and strong supporters of the national park system, we greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area!

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. We encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, we encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts!

Also, we support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided!

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States!

We so appreciate your efforts to support park protection around the country! Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future!

Thank you kindly!

Sincerely,

Dave and Rita Cross

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 389

Author Information

Keep Private: No
Name: Meghan Quinn
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 390

Author Information

Keep Private: No
Name: N/A N/A
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Do not implement strategies or give in to special interests which degrade the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region. It is vital that you vigorously protect the area's unique wildlife, biology, and cultural history. I strongly support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor. Preserve these for all generations to enjoy.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 391

Author Information

Keep Private: No
Name: Jennifer Orem
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 392

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 393**

Author Information

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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
NA

Topic Question 2:
NA

Topic Question 3:
NA

Topic Question 4:
NA

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 394

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

Doing everything to protect the Moose-Wilson corridor. If this includes keeping currently unpaved portions unpaved for the future, or making it one-way, I strongly agree. I also support pullouts, though not necessarily as many as in Alternative B. Definitely not as many as in Alternative D.

I support, at a minimum, a "staging" system for vehicles as listed in Alternative C. I am at least open to a reservation system, as mentioned in Alternative D. Especially if this is adopted, an NPS-operated bus system should also be in place.

I am disappointed that NPS-owned bus service is not being considered as part of reducing congestion, especially on the "road closure days" listed as part of Alternative C. I do not know why it is not listed on all four alternatives. And, I do not favor a private bus service.

On Death Canyon, I think changes should be as minimal as possible, short of more serious work that may need to be done for actual restoration/reversion efforts.

Topic Question 2:

If shuttle buses are to be allowed, as noted as a possibility on Alt. C, they should be NPS buses, as at Yosemite, Zion and elsewhere. They should NOT be private ones. A private bus will not have the same devotion to the park.

Taxis, mentioned in Alt. C, should not be allowed. Period. End of story. That would defeat everything else in the plan.

Topic Question 3:

If shuttle buses are to be allowed, as noted as a possibility on Alt. C, they should be NPS buses, as at Yosemite, Zion and elsewhere. They should NOT be private ones.

Topic Question 4:

Turnouts/pullover are good if done as minimally as possible. Alt C is best on this.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 395

Author Information

Keep Private: No
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Organization: Mrs.
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 396

Author Information

Keep Private: No
Name: terrence ward
Organization:
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midlothian, IL 60445
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Sincerely,

Terrence Ward

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 397

Author Information

Keep Private: No
Name: Katharine Kunhardt
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 398

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 1:
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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 2:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

Topic Question 3:

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

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 399

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe Alternative B best addresses the broader issue that national parks are facing, which is a destructive favoring of access over conservation. When traffic jams and road-killed wildlife are the standout features of our most beloved national parks, it signals a strong need for change!

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 400

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:
[REDACTED]

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 401

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Most importantly, development must not irreparably harm park resources. Please support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

Topic Question 2:

David Vela, first and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 3:

Keep commercial interests away from these special areas.

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 402

Author Information

Keep Private: No
Name: Jim Coonroy
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Youngstown, OH 44511
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Time to start doing the right thing.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 403

Author Information

Keep Private: No
Name: Kimberly Duncan
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Roanoke, VA 24015
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

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Thank you.

Kimberly Duncan

Topic Question 2:

Allowing increased traffic to continue because, in the end, when a vehicle hits a wild animal, the wild animal loses it life.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 404

Author Information

Keep Private: No
Name: Sandra P. Weigand
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lynchburg VA 24503
Lynchburg, VA 24503
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments: Unfortunately, Grand Tetons is still on my bucket list. I was supposed to visit this summer of 2014, but unavoidable circumstances have delayed our trip. Please do what is right and just first for the animals and birds that are residents of this wonderful park and then for the visitors. Commercial usage should be last on the list of changes and accomodations. If what is done in the park causes changes in the beauty of what God has created in the land and wildlife, why should visitors want to come?

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 405**

Author Information

Keep Private: No
Name: Madeleine Sosin-Rocha
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98146
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 406

Author Information

Keep Private: No
Name: Charles W. Hoisington
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Columbus, OH 43214-1750
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 407

Author Information

Keep Private: No
Name: John Walton
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Gualala, CA 95445
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 408**

Author Information

Keep Private: No
Name: mark craig
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
goldbar, WA 98251
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
We humans r a blight on this planet. Do not developed a better roadway. Maintain it yes but lower the speed so the wildlife has a warning about us .

Topic Question 2:
Improving roadway

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 409

Author Information

Keep Private: No
Name: William Ferguson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Los Angeles, CA 90019-6533
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 410

Author Information

Keep Private: No
Name: Elke Passarge
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Colonia, NJ 07067
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 411

Author Information

Keep Private: No
Name: Karena S. Wells
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Brooklyn, NY 11201
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am concerned about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I am concerned that traffic impacts and calls for increased development could destroy the historic character, solitude, scenic and wildlife values of this area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area. Please help to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 412

Author Information

Keep Private: No
Name: Elizabeth D. De Guise
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bloomfield, MI 48304
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think the low-speed, winding, gravel roads help preserve the historic character, as well as the scenic value of the area. Who can help but marvel at the views when going at a leisurely pace through such grandeur?

Topic Question 2:

I think one of the primary goals for the NPS should be preserving the wild life of the area. When I visited the Grand Tetons, one of my primary hopes was to see a moose. Sadly, I did not.

Topic Question 3:

Seasonal closures of certain roads assist the preservation of the land and of the wildlife.

Topic Question 4:

The Grand Tetons is truly one of the gems of the National Park Service. Please help keep it that way!

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 413

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Milton, MA 02186
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 414

Author Information

Keep Private: No
Name: richard m. robinson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
manhattan beach, CA 90266
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 415

Author Information

Keep Private: No
Name: Bob Thomas
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States. Thank you.
Sincerely,
Bob Thomas

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 416**

Author Information

Keep Private: No
Name: Linda Trevillian
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Alhambra, CA 91803
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
My primary interest is in protecting the natural habitats of the wild animals. After a;;, this is THEIR home, not ours. And, the best way to protect their environment is to LEAVE IT ALONE. Stop encroaching on it. Humans need to understand that animals do not exist for our pleasure or entertainment. We still can enjoy the parks if we stay on the perimeters.

Topic Question 2:
Simple, as I stated above. Keep humans on the perimeter of the park, far away from the homes of the various wild species. Building closer and closer to the animals' habitat should not be done because of the reasons I've stated already.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 417

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Jose, CA 95136
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 418

Author Information

Keep Private: No
Name: praveen misra
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
boston, MA 02115
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 419**

Author Information

Keep Private: No
Name: Miri Byeon
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
aliso viejo, CA 92656
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 420

Author Information

Keep Private: No
Name: Donald Mackay
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
South Pasadena, CA 91031-0823
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 421

Author Information

Keep Private: No
Name: Howard J. Cohen
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Palo Alto, CA 94306
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 422

Author Information

Keep Private: No
Name: Dallas S. Windham
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Dallas, TX 75243-8273
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 423

Author Information

Keep Private: No
Name: Beverly Tiemann
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Queen Creek, AZ 85142
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 424

Author Information

Keep Private: No
Name: Karen A. Perkins
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Elizabethton, TN 37643
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 425**

Author Information

Keep Private: No
Name: Andrea Bonnett
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Altadena, CA 91001
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Over the years there have been noisy commercial traffic disturbances increasing along the Grand Teton Wildlife Corridor. I urge you to take measures to curb these disturbances so that these potentially endangered wildlife can live and thrive in a peaceful environment.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 426**

Author Information

Keep Private: No
Name: Clint Lenard
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Arlington, TX 76018
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

I won't answer the questions above, but I urge you to do all that you can to help save Wildlife. It's ridiculous that these creatures are threatened by man and there's always excuses as to why "we" have more rights, which causes these animals to be killed at will.

It's sickening and I'm tired of the rich destroying our country.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 427

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
West Sand Lake, NY 12196
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 428

Author Information

Keep Private: No
Name: Reimund F. Bongartz
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Rochester Hills, MI 48306
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you,
Reimund Bongartz

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 429**

Author Information

Keep Private: No
Name: Elodie A. Huttner
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Washington, DC 20002
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

I don't think there needs to be a commuter type road through the national park, people should be driving slow and enjoying the wildlife. It seems like in California there are even some seasonal closures to some of the roads in the national parks and then when the roads are reopened in the spring, it's a treat.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 430**

Author Information

Keep Private: No
Name: Carol Valint
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Peoria, AZ 85345
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 431

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Lawrence, KS 66047
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 432

Author Information

Keep Private: No
Name: Carol A. Torchia
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bellevue, WA 98008
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

Carol Torchia

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 433

Author Information

Keep Private: No
Name: amy schumacher
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
beavercreek, OH 45440
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 434

Author Information

Keep Private: No
Name: David Martin
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Norwich, CT 06360
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 435**

Author Information

Keep Private: No
Name: Erika Whitton
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Irvine, CA 92612
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

The most important thing is to protect wildlife. Perhaps there should be less roads and over-indulgent fat people should get out and walk in order to see wildlife.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 436**

Author Information

Keep Private: No
Name: Donna Bryant
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Houston, TX 77084-2130
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

All consideration should be given to wildlife habitat and reducing human impacts on that habitat.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 437

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Santa Barbara, CA 93110
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 438

Author Information

Keep Private: No
Name: Rose M. N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Madison, WI 53704
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am a biologist, mother and grandmother. I care about the increasingly small precious wild areas of this planet. That we DO need them is clear to me. That we share this planet with many animals and plants that we are putting at great danger if not outright extinction. What we lose when we do that is incalculable.

I am deeply concerned about the Moose Wilson Road Corridor inside Grand Teton National Park. I love our remaining wild places and want them to stay protected and wild. One way to do this is to keep the roads through it functioning with a low-speed gravel road which will contribute to keeping the character of the road which is its specific scenic aspects through this unique area. I absolutely must not become a busy traffic route. That kills the silence and the animals and plants within must suffer considerable damage.

The number of vehicles must be controlled. Why should commuters be allowed or commercial traffic? The road should be safe fro the pedestrian and cyclist. Limit the number of shuttles allowed. I, myself, am now using a walker but gladly give up my using this road in the name of preserving the environment. Let someone make a good video for me me enjoy and I will.

How about closing the road during winter? Let the wildlife be undisturbed by we humans. And by all means, avoid development of presently undisturbed areas. It is sad to admit but I think of developers as DESTROYERS of the tiny amount of protected space.

Grand Teton is there for the people who live locally but it is also land owned and loved and enjoyed by

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

the citizens of the USA.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 439

Author Information

Keep Private: No
Name: Aaron Ucko
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Washington, DC 20008
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 440

Author Information

Keep Private: No
Name: Rebecca L. Kimsey
Organization:
Organization Type: I - Unaffiliated Individual
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Sublimity, OR 97385
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Keeping the park a low/speed/traffic area, by limiting development and by creating a unique 'within' park transportation system. Our parks are one of fewer and fewer remaining areas where wildlife can flourish. Increasing development, improving roads all will erode the fragile nature of our parks, and with it the wildlife.

Topic Question 2:

Excessive development of such wildlands is not necessary, and should be limited to the bare minimum required for the operation of the park.

Topic Question 4:

I was impressed with the transportation system at Denali National Park, which allowed visitors to see much of the park, without overly impacting the wildlife. A shuttle system which keeps personal vehicles out is much to be desired. An electric vehicle system would be ideal, but would need a unique solution for charging stations further within.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic

and wildlife values of this special area. It exemplifies what nature is, and must be maintained.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 441

Author Information

Keep Private: No
Name: Anita D. Clemmer
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Jessup, MD 20794
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Anita Clemmer

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 442

Author Information

Keep Private: No
Name: Marian E. Cooley
Organization:
Organization Type: I - Unaffiliated Individual
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Muncie, IN 47304
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

,

Comments: Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 443

Author Information

Keep Private: No
Name: Richard Spratley
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Broomfield, CO 80020
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Keep it wild. That said, you've blocked most of the parking along the road....so, it's hard to enjoy this area anyway.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Richard Spratley

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 444

Author Information

Keep Private: No
Name: Carla H
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Indianapolis, IN 46260
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 445

Author Information

Keep Private: No
Name: Colleen McDonald
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Edmonds, WA 98026
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 446

Author Information

Keep Private: No
Name: Lindsay E. Mugglestone
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Berkeley, CA 94705
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

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

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Thank you.

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 447

Author Information

Keep Private: No
Name: Julia Stevenson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Washington, DC 20008
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 448

Author Information

Keep Private: No
Name: Wayne Person
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Mount Laurel, NJ 08054
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

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Sincerely,

Wayne Person

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 449

Author Information

Keep Private: No
Name: Brian Field
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 450

Author Information

Keep Private: No
Name: Julia Knight
Organization:
Organization Type: I - Unaffiliated Individual
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Albuquerque, NM 87106
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 451**

Author Information

Keep Private: No
Name: George C. Brown
Organization: Retired Clergy
Organization Type: I - Unaffiliated Individual
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Everett, WA 98208-2104
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

I would support the plans and propositions that the Park Rangers create; they know the territory and its features better than anyone else other than geologists familiar with the areas involved, and what must be done to insure the protection of the land and the creature inhabitants.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 452

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Raleigh, NC 27609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 453**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 4:
PROTECT this place and its wildlife from future danger and development

Comments: This part of the Earth is one of great power and a connector in human minds of the importance and value of nature and wildlife being given protection and respect. The whole area needs serious protection from any further development.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 454

Author Information

Keep Private: No
Name: Michael Feran
Organization:
Organization Type: I - Unaffiliated Individual
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Centennial, CO 80121
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

-Michael Feran

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 455

Author Information

Keep Private: No
Name: Laura Levey
Organization:
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Somerset, NJ 08873
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 456

Author Information

Keep Private: No
Name: Robert Love
Organization:
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Prospect Hill, NC 27314
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E-mail: [REDACTED]

Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 1:
Protect serenity

Topic Question 2:
Don't know

Topic Question 3:
Don't know

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 457

Author Information

Keep Private: No
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Correspondence Information

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Correspondence Text

Topic Question 1:

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Topic Question 2:

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

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 458

Author Information

Keep Private: No
Name: Kent Iverson
Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Expansion and enhancement of wildlife corridors and migration routes, especially riparian corridors which link protected public lands. This strategy will maximize the wildlife supporting capacity of the protected lands, and reduce the incidence of conflicts between wildlife and private interests.

Topic Question 2:

Culling of wildlife, and herding of wildlife on a routine basis creates an unsustainable and unbalanced environment, and increases the cost of maintaining the public lands and easements.

Topic Question 3:

Development of a larger scale, longer term plan which encompasses a greater geographical area. The plan should identify and rank public lands in terms of wildlife value, and should also identify lands currently held by private interests which would have high value in terms of linkage of high value public lands, etc. Lower ranking public lands could be used in exchange for high value public lands to create public lands with higher aggregate value in terms of wildlife and wild area preservation and enhancement.

Topic Question 4:

Revise the current charter/strategy of the NPS with a mandate to begin removal of hotels and restaurants from areas of public lands that have high or potentially high wildlife value. Partner with private entities to develop "drive in" amenities at park boundaries, and gradually convert parks to authentic wild areas.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 459

Author Information

Keep Private: No
Name: Shelley Brown
Organization:
Organization Type: I - Unaffiliated Individual
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Los Angeles, CA 90016
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please make sure that the EIS prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts - Maintaining slow gravel roads would be the most appropriate proposal!!!

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should absolutely be avoided.

Topic Question 2:

Any incursions onto previously protected areas that have not been impacted should be halted - there is so little true wilderness left for these animals.

Topic Question 4:

I am deeply concerned that traffic impacts and calls for increased development could destroy the character of this corridor and the sanctuary for it's animals. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Comments:

Thank you for your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 460

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

A National Park is just that, not a convenient shortcut or bypass! I am against further damage to any of our National Lands, no road easements, no fracking or drilling, no special perks for special interest groups, NONE!

Topic Question 2:

Have not seen this information to be able to comment on.

Topic Question 3:

Ditto!

Topic Question 4:

See my answer to Question #1.

Comments: We were married in the Alderwood Log Chapel in the meadow in 1982, and the whole park is a precious memory for our now joined families! It, like all of our other treasures, must remain guarded, cared for and treasured. It must not be taken over for commercialization and overrun with drilling, logging, intrusive developments, etc.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 461

Author Information

Keep Private: No
Name: Jon E. Berg
Organization:
Organization Type: I - Unaffiliated Individual
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Washington, DC 20010
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 462

Author Information

Keep Private: No
Name: Carolyn Clark
Organization:
Organization Type: I - Unaffiliated Individual
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Salt Lake City, UT 84103
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:

Preserve the quiet and solitude of the park as much as possible. Prioritize this road for quiet activities and wildlife viewing. Use traffic management techniques to reduce the number of vehicles, maintain slow speeds, and especially to eliminate commercial and commuter traffic along the road.

Topic Question 2:

Don't allow more or faster traffic. Seasonal and temporary closures to individual car traffic are absolutely OK, for the safety of cyclists and the protection of wildlife.

Topic Question 3:

Encourage visitors to ride in buses, or walk or ride bikes, as much as possible. Develop your shuttle bus plan in more depth, to support the goal of a quieter, more peaceful park.

Topic Question 4:

Above all, don't allow new impact (including no new roads) within the park.

Visitors are coming for a vacation, and to get away from the city. They don't need fast roads or overly embellished camping areas.

Preserve the gift of a slow pace! Keep the gravel roads as gravel. I love the feel they have, as an escape from the ever-encroaching "improvements" of civilization. So-called improvements detract so much from the

natural ambiance of the park.

Comments: I first visited the Tetons in 1954, when my grandpa was camping there, as he did every summer. This is where I fell in love with mountains. Even at the age of 7, I felt like a new person in this setting. I felt something stirring inside me when we walked to view moose in the dusk, and when I saw the sunshine glint on the mountains in the morning.

Now I visit Tetons often, in hopes of recapturing that magic of solitude and connection with nature and wildlife. Last summer, I rode my bike, carrying all my own camping gear, through the Tetons and Yellowstone. The best part of the trip was when I was on the bike path! I've also enjoyed hiking the entire Teton Crest Trail several times. Please protect and encourage these opportunities for slower-paced enjoyment of the park. It brings us closer to nature and allows us to imagine just a little what the land might have been like a century or two ago. That should be on of the key purposes of national parks like the Tetons.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 463

Author Information

Keep Private: No
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Correspondence Information

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 464

Author Information

Keep Private: No
Name: Mary L. Knapp
Organization: Ms.
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Correspondence Information

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 465

Author Information

Keep Private: No
Name: Christine Sepulveda
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Christine Sepulveda

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 466

Author Information

Keep Private: No
Name: Mark C. Stone
Organization:
Organization Type: I - Unaffiliated Individual
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Los Angeles, CA 90066
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

We drove from California to Yellowstone and then south. Grand Teton was one of the places we visited on our trip this year. The experience of Grand Teton is quite apparently both highly dependent upon and also sensitive to the north-south vehicle corridor on the eastern flank of the Tetons. This includes the route itself as well as the driving experience and the vantage points near this route through the park. It goes without saying that the wildlife in the area is also very sensitive to and strongly impacted by the corridor.

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Thank you.
Mark

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 467

Author Information

Keep Private: No
Name: Herb L. SAYAS
Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Reduce the number of vehicles traveling on this road by issuing permits to a limited number of vehicles for each 24 hour period. Those not getting permits could buy tickets for energy conserving buses to take them with a return trip option. The number of buses should also be limited.

Topic Question 2:

If nothing is done and the road becomes excessively loaded with vehicles nothing will be accomplished. The number of vehicles must be limited.

Topic Question 3:

Perhaps people could be allowed to hike the route with the option of buying a ticket for bus ride on the return trip.

Topic Question 4:

Due to the ability of people to travel to the parks limits have to be put in place for the number of people who are allowed to drive on park roads.

Comments: The enforcement of these rules has to be backed up by the law enforcement branch of the NPS.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 468

Author Information

Keep Private: No
Name: Linda Webb
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Albuquerque, NM 87111
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 469

Author Information

Keep Private: No
Name: Vivienne Lenk
Organization:
Organization Type: I - Unaffiliated Individual
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Little Neck, NY 11363
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Having just come back from Rocky Mountain National Park where I used the shuttle, I can tell you that the shuttle system ought to be incorporated more into the whole NPS system.

Topic Question 2:

I can't speak to what won't work, but I believe that the intent of the park system is to preserve ecosystems. And that is best achieved, I believe, by not putting harmful things in the path of herds of animals.

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 470

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

At some point humans have to stop making it a priority to spread their expansion into wildlife territories. We have selfishly compromised the natural world for far too long. There has to be creative ways to avoid wildlife destruction.

Comments:

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I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 471

Author Information

Keep Private: No
Name: Stuart Newberg
Organization: Mr.
Organization Type: I - Unaffiliated Individual
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Austin, TX 78731
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Stuart Newberg

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 472

Author Information

Keep Private: No
Name: Chris Mendel
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Columbus, OH 43214
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

I went to the Tetons back in 1976 and enjoyed the beauty, quiet and solitude. Young people want that also. Please make sure that these roads are not used commercially and heavy traffic. We have enough noise in our daily lives we do not wish to see or hear it in our parks and especially our beautiful, historic parks. Please make sure you listen to the citizens not special interest groups which only look at the short-term gain not the long-term future generation decisions. Please do it for us! Thanks.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 473

Author Information

Keep Private: No
Name: harvey stein
Organization:
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Address: cayuga drive
merrick, NY 11566
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 474**

Author Information

Keep Private: No
Name: Linda S. Wasserman
Organization:
Organization Type: I - Unaffiliated Individual
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Tacoma, WA 98406-8114
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

I have visited the Grand Tetons many times and would hate to see the wildlife and the natural habitats for them destroyed by man. My son lives and works in the area and also cherishes his life there. We all need to save our parks for future generations.

sincerely,

Linda Wasserman RN MN BC

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 475

Author Information

Keep Private: No
Name: Dorien L. Zaricor
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
I think the plan should be to protect the unique biodiversity and wildlife of this area.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 476

Author Information

Keep Private: No
Name: Chris Watenpool
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Harlingen, TX 78550
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 477

Author Information

Keep Private: No
Name: Theresa Cole
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Cincinnati, OH 45240
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 478

Author Information

Keep Private: No
Name: Dave Dunkak
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Portland, OR 97215
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 479

Author Information

Keep Private: No
Name: Stephen J. Spaulding
Organization:
Organization Type: I - Unaffiliated Individual
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Hollis, NH 03049
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 480

Author Information

Keep Private: No
Name: Marc Hoffman
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Organization Type: I - Unaffiliated Individual
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North Wales, PA 19454
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

Our parks are among the great assets of this country. I have concerns about the Moose Wilson Road Corridor within Grand Teton National Park.

I have a great appreciation for the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts will cause increased development that could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 481

Author Information

Keep Private: No
Name: Martha D. Johnson
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Chandler, AZ 85248
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
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Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 482

Author Information

Keep Private: No
Name: Mark Wenzler
Organization:
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Address: [REDACTED]
Washington DC 20002
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USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 483

Author Information

Keep Private: No
Name: Margaret D. McBride
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Greenfield, MA 01301
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

Whatever keeps this Park area wild and serene and welcoming to wild animals and those of us who love them and their natural home.

Topic Question 2:

Whatever makes the Moose-Wilson Road loud and fast and commercial and uninhabitable by wild creatures and their visitors who seek a wilderness experience.

Topic Question 3:

If possible make this passageway more natural.

Comments: I want the National Park Service goals and criteria met completely in the Moose-Wilson Road Comprehensive Management Plan. Most of our nation has been turned over to commercial interests, to the detriment of our wild legacy and the enjoyment of that legacy by those of us who do not live only to buy and sell. This is a National Park and should be totally respected as such.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 484

Author Information

Keep Private: No
Name: Julie L. Ozias
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Waterford, MA 48329
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 485

Author Information

Keep Private: No
Name: Donald H. Smith
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Capitan, NM 88316
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Don't put the road in. Limit visitors and ban any money making ventures by private individuals or business.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.
Don Smith

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 486**

Author Information

Keep Private: No
Name: Lowell J. Young
Organization: Yosemite Area Audubon Society, Delegate to the California State Democratic Party
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Mariposa, CA 95338
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Keep all development out of the Park.

Comments: Keep all development out of the Park. Our parks are there to protect the environment, the wildlife and for the people to enjoy in peace and solitude. They are not for commercial exploitation of any kind.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 487

Author Information

Keep Private: No
Name: Peggy A. Tagesen
Organization: Miss
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
La Place, LA 70068
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
5

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grant Teton National Park. As a lover of the national parks, this one in particular, and a strong supporter of the national park system, I GREATLY value the wildlife, scenery and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. That is why Grand Teton was made into a national park, to preserve nature.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds and to eliminate commercial and commuter traffic along the road. These goals combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States and other parts of the world.

Thank you for your utmost consideration in this matter which is very dear to me.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 488**

Author Information

Keep Private: No
Name: carollina kormann
Organization: Miss
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
BRASIL
BRASIL, NM 88056
BRA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]
BRASIL

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 489

Author Information

Keep Private: No
Name: Chris Watson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Knoxville, TN 37931
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 490

Author Information

Keep Private: No
Name: Caroline T. Shogry
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lexington, NC 27292
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

I don't want to see bicycle paths built. This would destroy too many of the beautiful trees and the habitat they provide. There are many many wonderful alternative bikeriding venues in the area for the small number of park users who ride. Also, I object strongly to discontinuing commercial horseback riding on the Sawmill Pond trails. Hikers and horseback riders have been sharing the trails in harmony throughout the history of the park and the area is uniquely suited for it.

Topic Question 4:

Please, please listen to the dude ranchers in your area and to their concerns about this plan. The Moose-Wilson road is so special just the way it is- -a true taste of the old west, in my opinion. We vacation each summer in Jackson-Hole and spend a week horseback riding on the Sawmill Pond trails and we picked our particular guest ranch 15 years ago precisely because of the rides offered in that exact area. It is unique. Please do not make the planned changes which will make trail rides there a thing lost to history. The ranchers have complied so graciously to the elimination of their right to trailer their horses on the Moose-Wilson Road. This in itself affected the quality of the guests experience, as rides further up into the park now require a much longer trip thru Jackson. Elimination of rides in the Sawmill Pond area will have a major effect on tourism to the area. It will take away the thing that most distinguishes ranches in your area from all the others.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 491

Author Information

Keep Private: No
Name: Adrienne Metter
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Enter your address line 2 here
Santa Barbara, CA 93105-2510
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Enter your address line 1 here

Topic Question 2:
Enter your address line 1 here

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a

more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Adrienne Metter

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 492

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Edmonds, WA 98020
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 493

Author Information

Keep Private: No
Name: Brian Spako
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Salamanca , NY 14779
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely, Brian Spako

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 494

Author Information

Keep Private: No
Name: Kerry L. Krebill
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Clancy, MT 59634
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I want to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a resident of near-by Montana and lover of the national parks, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is cherished and enjoyed by people from across the United States and tourists from other countries as well. And we have a responsibility to preserve the wildlife corridor in this quiet corner of the park.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 495

Author Information

Keep Private: No
Name: Michelle Gobely
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Saint Paul, MN 55117
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 496

Author Information

Keep Private: No
Name: Alexis Pagoulatos
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Long Branch, NJ 07740
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 497**

Author Information

Keep Private: No
Name: Li-hsia Wang, MD
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Berkeley, CA 94705
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

As a climber and hiker, including in the Tetons, I am asking that you protect the Moose-Wilson Road from development. I understand the increase in interest in such a lovely area, but it won't be so lovely if too many people take up residence there. I am for more density is already-occupied areas and for leaving the wild areas alone.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 498**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address: Beverly Hills, CA 902123505
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 499

Author Information

Keep Private: No
Name: Mark F. Sweeney
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ellicott City, MD 21042
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 500

Author Information

Keep Private: No
Name: Susan Puscheck
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Ypsilanti, MI 48198
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also a landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 501

Author Information

Keep Private: No
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Organization:
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Stuart, FL 34997
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
see comment section

Topic Question 2:
see comment section

Topic Question 3:
see comment section

Topic Question 4:
see comment section

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Laurence W. Key

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 502

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Santa Monica, CA 90404
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am concerned about the future of the Moose Wilson Road Corridor within Grand Teton National Park. The wildlife, scenery, and historic values of this road are immense. Unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

As the Environmental Impact Study begins, please prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States, like me and my family.

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

Thank you.

I appreciate your efforts to support park protection around the country. Grand Teton National Park is a unique and beautiful place. The actions you take will have a large impact on how the park manages a critical road corridor in the future.

Sincerely,
Tara Kamath

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 503

Author Information

Keep Private: No
Name: Diane Vandiver
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Keep in mind the principles of preservation that define the mission statements of our National Parks. The incursion and despoiling of parks by those whose interests are contrary and self-serving should not be considered as any improvements, but rather the opposite.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 504

Author Information

Keep Private: No
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 505

Author Information

Keep Private: No
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Address:
golden, CO 80401
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Correspondence Information

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

Correspondence Text

Wildlife should always be given top priority. It's the human population that is out of control. No other species wreaks havoc and destruction on our wild lands as much as humans. People are losing hope of preserving nature due to uncontrolled greed.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 506

Author Information

Keep Private: No
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Continue to prevent increased impacts on Grand Teton National Park preserves.

Topic Question 2:
If increased impacts were to be allowed, they could not be reversed if untoward events occur. When natural environments are disturbed or eliminated, remediation and mitigation are not possible.

Topic Question 4:
There are people who believe that humans can rectify any problems that they themselves have created. With respect to the natural world, this belief is delusional. It is highly problematic to try to undo damage that is purposeful or has been allowed to happen. "If only" means that a tragedy has already taken place and there is no going back.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 507

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 508

Author Information

Keep Private: No
Name: Maura Hoff
Organization:
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Address: [REDACTED]
Chicago, IL 60616
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 509

Author Information

Keep Private: No
Name: John Lane
Organization: cumulus media
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colorado springs, CO 80916
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
4040 jet wing place

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 510

Author Information

Keep Private: No
Name: Rob Seltzer
Organization:
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Malibu, CA 90265
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 511

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Dear Superintendent Vela,

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Topic Question 2:

Most importantly, development in areas that have not been previously impacted should be avoided.

Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Comments: Wild Grand Teton is a special memory from my childhood. It should remain so and be enhanced for our posterity.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 512

Author Information

Keep Private: No
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Pandora Edmonston

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 513

Author Information

Keep Private: No
Name: Lillian S. Sills
Organization: US Citizen
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I am a strong supporter of the national park system, and value the wildlife, scenery, and historic values of this road. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance.

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Thank you.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 514**

Author Information

Keep Private: No
Name: Ed Roth
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USA

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Correspondence Information

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

Correspondence Text

Topic Question 2:

[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 515**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 2:

[REDACTED]t

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 516**

Author Information

Keep Private: No
Name: sandra P. Patrizio
Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 4:
The land is a National Park... to be preserved for future generations. Development should be minimal and in harmonious design...respectful of the environment.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 517**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 2:

[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 518

Author Information

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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

Topic Question 1:
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Topic Question 2:
Unacceptable traffic impacts and calls for increased development.

Topic Question 3:
Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments: I am a Veteran, Active Voter and TaxPayer. As a Veteran I put my life on the line for Democracy. This missive is Democracy in action. Please help stop the plutocratic take over and save American Democracy and the middle class.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 519**

Author Information

Keep Private: No
Name: Addison W. Austin
Organization: Audubon,among others.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
LaBelle, FL 33935
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Lets lave the Moose Wilson Road in the Grand Tetons in a wild state and not develop it for commercial use.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 520

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address: Fountain Valley, CA 92708-7412
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 521

Author Information

Keep Private: No
Name: Edwin Aiken
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Sunnyvale, CA 94087
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 522**

Author Information

Keep Private: No
Name: Yvette m. Winston
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Chicago, IL 60615
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Any reasonable measures that protect the animals/wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 523

Author Information

Keep Private: No
Name: Jennifer Suess
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Germantown, MD 20874
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I would like to stand in support of the Park Service's efforts to preserve this corridor not only for the Park and wildlife but also so future generations can enjoy it.

Topic Question 2:

I am not aware of the details of the park service's plan, but trust implicitly that their suggestions

Topic Question 4:

I have been fortunate that I was able to visit the park and stay at Jenny Lake Lodge, where the Elks call well into the night. It is a very special place and once developers get a hold of things, it will never be the same. Please vote to take measures to preserve the tranquility and wildlife.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 524

Author Information

Keep Private: No
Name: michael maggied
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
mesa, AZ 85204
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
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Thank you.

Topic Question 2:

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Thank you.

Topic Question 3:

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

Topic Question 4:

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Thank you.

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 525

Author Information

Keep Private: No
Name: Debra Vandegrift
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98103-8132
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 526

Author Information

Keep Private: No
Name: William Tripp
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Charlotte, NC 28262
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Protecting the wildlife and views is top priority.

Topic Question 4:
Think outside of the box and with the park and not profits in mind.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I visited the area in July so I have personal experience with this special place. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 527

Author Information

Keep Private: No
Name: Cari A. Pinkerton
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Layton, UT 84041
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I think those who have the power should do all that is within their power to protect this area and the wildlife who this area really belongs to.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 528

Author Information

Keep Private: No
Name: Jerry G. Lee
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Tuscaloosa, AL 35404
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 529

Author Information

Keep Private: No
Name: Heather Ervin
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Chicago, IL 60660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 1:

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Topic Question 2:

Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Thank you for your consideration.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 530

Author Information

Keep Private: No
Name: Julie Rowe
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Moline, IL 61265
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I love this park! Anything that you can do to preserve the integrity of this park for future generations should be done.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Julie Rowe

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 531

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
New York, NY 10019
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 532

Author Information

Keep Private: No
Name: Nicole Weber
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Pasadena, MD 21122
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 533

Author Information

Keep Private: No
Name: Carol E. Fletcher
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route

Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 3:
the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance

Comments: Dear Superintendent Vela,

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 534

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Papillion, NE 68046
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

Heidi Ludwick

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 535

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 536

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 537

Author Information

Keep Private: No
Name: Hope Winthrop
Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Everything it takes to protect wildness, wilderness, wild life
Disallow cars, vendors of every ilk

Topic Question 2:
Allow no outside profit-oriented interests to encroach on the pristine wilderness

Topic Question 3:
Education of the public as to why this is necessary

Topic Question 4:
Greed is King, and we must recognize that and outmaneuver those greedy ones

Comments: Let's set an example !!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 538

Author Information

Keep Private: No
Name: Chad K. Johnson
Organization: Mr.
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

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

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Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 539

Author Information

Keep Private: No
Name: Miri Rutzky
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Please stop ruining our beautiful National Parks. There is no good reason to change anything about the Moose Wilson Road Corridor. The number of different species that need this road and this area to stay just as they are far outweigh the one species that wants to destroy it for their own use. We very much need the trees and animals. We very much do not need wider roads, higher speeds and more traffic.

Comments: Dear Superintendent Vela,

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Thank you.

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Sincerely,

Sharon Mader
Grand Teton Program Manager

P.S. See for yourself what's at stake in the Moose-Wilson road corridor in this Park Service video.
<http://my.npca.org/site/R?i=9uhPQK3g78btKGrKTBtqmA>

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 540

Author Information

Keep Private: Yes
Name: ray alsen
Organization:
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northbrook, IL 60062
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Correspondence Information

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

Correspondence Text

I think the best thing for wild life is fewer people being let in to live in this country. Reforming legal immigration is the key. We already have very healthy birthrate, we don't need 2 mil a year more immigrants plus illegals in big numbers. U S has unique habitats to protect and a good set of laws so far to do it. But... all that is not going to help wild life because human needs for space and industrial development will outweigh the needs to protect wild spaces. So get a seat at the table with the President , tell him to change our immigration policy soon before we become as numerous here as China and they have very little to show for when it comes to wild life. please keep my comments anonymous.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 541

Author Information

Keep Private: No
Name: Cindy Zylkuski Norris
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Haverhill, MA 01835
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 542

Author Information

Keep Private: No
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Organization:
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Oakland, CA 94608
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Sincerely,

Chase R. Martin

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 543

Author Information

Keep Private: No
Name: Bruce H. Jensen
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 544**

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 545

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Sincerely,

John Pritchard

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 546

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 547

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 548

Author Information

Keep Private: No
Name: Chuck E. Graver
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Southampton, NJ 08088-1002
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 549

Author Information

Keep Private: No
Name: Chris A. Moore
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Denver, CO 80210
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 550

Author Information

Keep Private: No
Name: Kristin Adcock
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
LAKEWOOD, CO 80232
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 551

Author Information

Keep Private: No
Name: Norma J. Harrison
Organization: Peace and Freedom Party, on the ballot
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Berkeley, CA 94702
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
All creative efforts resisting ANY commercial interest must be developed and instituted.

Topic Question 2:
...any that kow tow to the SLightest profit-making concern.

Topic Question 3:
...if you are apprised of any as this effort continues, any that are about permitting existing or additional profit-making activities, include those in you plans.

Topic Question 4:
Capitalism is not a victimless crime. We all suffer from it - like this and so much more. Please rise in favor of your interests - and ours.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

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Sincerely,
Norma J F Harrison
[REDACTED]
Berkeley, Ca, 84702

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 552

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Park City, UT 84098
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
Wildlife and nature should be the priority over vehicular traffic

Topic Question 2:
caution that priorities default to bigger roads, more traffic, etc.

Topic Question 3:
Hm, many parks are going to buses, instead of private vehicles...

Topic Question 4:
below

Comments: I am a frequent park visitor and the Moose Wilson Road Corridor within the Grand Teton National Park should remain a low-speed road in order to preserve the solitude, scenic and wildlife values of the area.

Please prioritize this road as a quiet park destination and wildlife-viewing area.

thank you -

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 553

Author Information

Keep Private: No
Name: Robert D. Fromer
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Palmdale, CA 93550
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 554

Author Information

Keep Private: No
Name: Michele G. Edmonson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lutz, FL 33549
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Sincerely,
Michele Edmonson

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 555

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Arlington, VA 22202
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 4:

Please do not let convenience disrupt the quiet solitude of this byway. It would be tragic if the very thing that draws the people is destroyed in order to accomidate more peopole.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 556

Author Information

Keep Private: No
Name: Ronald Harris
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Lithia Springs, GA 30122
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I prefer Alternative B but like Alternative C definition Death Canyon Road.
I also think the unpaved sections of the road should be paved and off road parking or other off road activities should be restricted to designated areas.

Topic Question 2:

Limit commercialization of this section of the road in the park as much as possible, US-189 is a better alternative for commercial activities.

Topic Question 3:

See above comments

Topic Question 4:

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Comments: I have been to Grand Teton park but I have not driven the Moose-Wilson road. I plan on driving the road in June 2015.

I think commercialization should be limited as much as possible on the road to provide the visitor with as much a natural experience as possible.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 557

Author Information

Keep Private: No
Name: Marjorie Yambor
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Bowling Green, KY 42101
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 558

Author Information

Keep Private: No
Name: Nancy L. Barr
Organization: Des Moines United Methodist Church
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Des Moines, WA 98198
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I feel that first and foremost we need to protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. As a visitor to the area, I would hate to have the wonderful connection to creation that I experienced jeopardized by increased development.

Topic Question 2:

Keep the corridor free of commuter traffic. This is a special site that should be savored, not rushed through. Let commercial traffic bypass the park rather than go through such a bio diverse area.

Topic Question 3:

If shuttles would reduce stress on the park, that would be an excellent way for viewing.

Topic Question 4:

Part of the attraction I have for the Grand Tetons is the viewing of wildlife. Whatever plan is considered must put the welfare of the animals and their habitat in the center of the plan.

Comments:

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 559**

Author Information

Keep Private: No
Name: Patricia R. McKelvie
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Aurora, CO 80012
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Keep the animals first...do no harm!!!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 560

Author Information

Keep Private: No
Name: Ruth Fatur
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Land O lakes, FL 34639
USA
E-mail:

Correspondence Information

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

Correspondence Text

Since I could not find the strategies, all I can say is that my husband and I have visited the Grand Teton park almost 25 times. We started coming there in 1987. In fact, our spiritual retreat (The Grand Teton Retreat) met there for years at the Jackson Lodge. We walked out of our cabin there and meet a huge male moose munching on the flowers in the flower bed. My husband, 6'1", looked like a shortie next to the haunch of that magnificent animal. We've seen a hundred elk cross the river while we were on rafts early in the morning. We've seen a bald eagle pester an osprey carrying a fish until the osprey dropped it and the eagle swooped down and caught it mid-air. We've hicked the mountain trails in the Tetons, canoed on Jackson Lake, and have taken thousands of pictures. We live in Florida, so this is sacred land for us with the cool weather, the majestic mountains, the deep blue lakes, and the occasional snow the first week of September.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 561

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Monterey, CA 93940
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 562

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Valencia, CA 91355
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Sincerely,

Anita Wischhusen

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 563

Author Information

Keep Private: No
Name: Mark Wheeler
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Wilson, OR 83014
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I live just off this road & I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 564

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Draper, UT 84020
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 565

Author Information

Keep Private: No
Name: Laura Long
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Chicago, IL 60613
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please eliminate commercial traffic in the area.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 566

Author Information

Keep Private: No
Name: Joshua P. Heffron
Organization: Defenders
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
NYC, NY 10028
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Park managers are developing a plan that will shape the future of this critical landscape, but powerful special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources. Please lend your voice to support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

Topic Question 2:

Save the Moose Corridor!!! Keep Special interest out of the park!!!! The park should be for the American people and the Tourist that come to see the Beauty of the American Park System. It has TO Be Protected for all Generations!!!! Not for special interest who care about their profit!!!!

Topic Question 3:

All Strategies that Involve the Protection of the Park for Centuries to Come!!!! Giving The Wildlife the room and the Space they need to live be a part of Nature as the Earth Intended!!!!!!

Topic Question 4:

Keep All Vehicles Cars, atvs, snowmobiles, bikes-motorcycles and off road bikes out the park. The only wheels should be used by park officals or someone who suffers a disability. The Disable Should and Deserve the Right the Full use of the Parks!!!!!!

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 567

Author Information

Keep Private: No
Name: Michele M. Temple
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Woodside, NY 11377
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 568

Author Information

Keep Private: No
Name: Charmaine L. Slaven
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98146
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 569

Author Information

Keep Private: No
Name: David Braden
Organization: Commonwealth Urban Farms
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Oklahoma City, OK 73118
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

David Braden

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 570**

Author Information

Keep Private: No
Name: Tess m. Husbands
Organization:
Organization Type: I - Unaffiliated Individual
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San Diego, CA 92117
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Please, we must protect Earth and mankind's strands in the web of all life. If an animal is a wild, native species, he's a rivet holding mankind's spaceship, altogether.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 571

Author Information

Keep Private: No
Name: Scott D. Warner
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism.

Topic Question 3:

A small shuttle system

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the

road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Sincerely,
Scott D. Warner

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 572

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Wake Forest, NC 27587
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think every effort should be made to preserve the Moose-Wilson corridor. Already it has great encroachment by traffic that has been increasing. A thoughtful plan should be implemented that will prevent further encroachment on this area.

Topic Question 2:

No new development should be considered.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS

alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 573

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Dallas, TX 75206
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

Preserve the slow, quiet nature of this corridor. This should not be a touristy-commercially developed area that would disturb and distract the wildlife and visitors who have come there to experience the wildlife.

Topic Question 2:

Paving of the road would encourage further pass-through traffic, which would disturb and scare away the wildlife, and eventually destroy the purpose of the area. Speeds should be kept slow, there should not be loud engines, there should not be clouds of polluting exhaust from engines, there should not be buildings or parking lots built, so that wildlife and visitors can experience the openness and beauty of this natural area.

Topic Question 4:

Please resist any pressure from special interests to further develop this beautiful natural area.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 574**

Author Information

Keep Private: No
Name: bryan yarberry
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
berwyn, IL 60402
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 575

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Chicago, IL 60613
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 576

Author Information

Keep Private: No
Name: Catherine S. Williams
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Tucson, AZ 85719
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am very concerned about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As one who has been to the Grand Teton and is a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 577

Author Information

Keep Private: No
Name: Judy Finger
Organization: NPCA
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Apple Valley, MN 55124
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I write as a member of NPCA to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I greatly value the wilderness experience available in the national parks and the wilderness solitude that can be found there.

A couple of years ago, my husband and I participated in a Road Scholar program to improve the wildlife corridors that run through the Teton/Jackson Hole area and came to appreciate and understand the underlying factors necessary to maintain wildlife habitat. Increasing traffic and development run counter to those needs.

I fear that higher traffic and calls for increased development along the Moose Wilson highway could destroy the special qualities this road affords visitors. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I hope the plan would use traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. This does not encourage development but will enhance and preserve the unique wilderness experience available to

visitors to the park.

NPS alternatives mention the use of a future small shuttle system, which I would support, and encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 578

Author Information

Keep Private: No
Name: Terri Conley
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Ann Arbor, MI 481-3
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you,

Terri Conley

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 579

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Chesterbrook, PA 19087
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 580

Author Information

Keep Private: No
Name: James Sumler
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Dolan Springs, AZ 86441-0204
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 581

Author Information

Keep Private: No
Name: Ray Van Ostran
Organization:
Organization Type: I - Unaffiliated Individual
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Nixa, MO 65714
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

I think the primary goal should be to protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. All traffic should be rerouted around the Park and some reasonable distance, say a minimum of 100 miles.

If we are not going to protect the animals that life there, of what use is the Park?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 582

Author Information

Keep Private: No
Name: Peter Silveston
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Kiawah Island, SC 29455
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Correspondence Information

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

Correspondence Text

Topic Question 1:
I respond to this as a park user. I have used part of the corridor for x-country skiing.

I favor Plan C and would accept Plans B or C

Topic Question 2:
Plan

This plan does not address the traffic problem

Comments: I favor action to improve the corridor for Park visitors

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 583**

Author Information

Keep Private: No
Name: Lee Sides
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
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Roswell, NM 88203
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
The wildlife NEED the corridor.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 584**

Author Information

Keep Private: No
Name: Janet Flinkstrom
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ashby, MA 01431
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 585

Author Information

Keep Private: No
Name: Jenifer S. Hartman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Glenview, IL 60026
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Sincerely,

Jenifer Hartman

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 586

Author Information

Keep Private: No
Name: Drena K. LaPointe
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Scottsdale, AZ 85250
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you for your time and consideration.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 587

Author Information

Keep Private: No
Name: Milton D. Bosch, MD
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

As a child and teenager, the iconic photographs of Grand Teton National Park caught my attention and imagination like no other place on earth. Of all the mountain ranges on earth, the Tetons were at the top of my list to visit. Their incredibly rugged peaks, with adjacent glacier-scoured valleys, epitomized to my young mind the idea of wildness and wilderness. It is a place so unique that it ranks as one of the world's top natural attractions, in my opinion.

They are national icons, and deserve the strongest protections possible to ensure that future generations will enjoy them in all their wild, natural splendor...without encroaching development to spoil the wilderness experience. I use the term wilderness in a more generic sense, not in the legal definition of a wilderness area.

My first visit to the Tetons was ill planned: my freshman year of college was at the University of Wyoming in Laramie. Late one night in early December, we decided we'd drive all night and go visit the Tetons and Yellowstone. We didn't have the internet then, to check ahead and ascertain if the parks were open to visitors at that time of year.

When we got there and discovered that all was closed for the winter to car traffic, we didn't care. The mighty Tetons dominated the entire landscape, and I was in Teton heaven. I finally got to see the most beautiful mountains in the world. I shot three rolls of film just photographing the mountain range from different vantage points. It was a trip I shall never forget. Today, nearly 40 years later, I can still remember who was with me, where we stopped, and most importantly, my first glimpses of the massive, rugged

peaks.

Today, I learned about the Moose-Wilson corridor, and the disturbing trends of greatly increased traffic on this roadway...and possible plans to change the entire nature of Moose-Wilson road area. Superintendent Vela, please make your top priority the protection of the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. It deserves nothing less.

Each incremental encroachment on our valued National treasures can, over time, add up to huge changes that would astound earlier generations who visited and revere the park's beauty. We must make conservation our top priority. Reasonable, appropriate access is the public's right...but any changes in that access that negatively affect the overall experience must be scrutinized very closely.

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 588

Author Information

Keep Private: No
Name: Jerry D. Johnson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Chicago, IL 60610
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. I have visited Grand Teton National Park many times during my life and continue to be awed by the total experience. Don't reduce the value of this experience for generations to come.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 589

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Islamorada, FL 33036
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 590

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
santa monica, CA 90405-6051
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative A, less development will keep more people away, gravel roads should discourage mobile homes and trailers, etc...hopefully it could stay a little wild.

Comments: Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you, Joe

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 591

Author Information

Keep Private: No
Name: M V. Bloom
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
St. Louis, MO 63137
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 592

Author Information

Keep Private: No
Name: Amanda Smock
Organization:
Organization Type: I - Unaffiliated Individual
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Brooklyn, NY 11216
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 593

Author Information

Keep Private: No
Name: Carol A. Gault
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Carbondale, CO 81623
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 594**

Author Information

Keep Private: No
Name: Penny L. Williams
Organization:
Organization Type: I - Unaffiliated Individual
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Newman, CA 95360
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Do not increase traffic.

Topic Question 2:
Do not increase traffic.

Topic Question 3:
Do not increase traffic.

Topic Question 4:
Do not increase traffic. Reduce traffic instead.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 595**

Author Information

Keep Private: No
Name: Diane Durante
Organization:
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Address: [REDACTED]
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Correspondence Information

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

Correspondence Text

Topic Question 1:
don't pollute, because it kills beauty, life and peace

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 596

Author Information

Keep Private: No
Name: Dominique A. DuBois
Organization: Animal Lover and Protector
Organization Type: I - Unaffiliated Individual
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E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

Leave the animals and those of us who love the outdoors room. We keep taking THEIR, AND I DO MEAN THEIR SPACE FOR BUILDING. Those of us that love the outdoors and ANIMALS wish to leave them open space. We keep taking and developing THEIR SPACE AND SOON THEY WILL ALL BE GONE. PLEASE, PLEASE STOP NOW.

Topic Question 2:

Leave the animals and those of us who love the outdoors room. We keep taking THEIR, AND I DO MEAN THEIR SPACE FOR BUILDING. Those of us that love the outdoors and ANIMALS wish to leave them open space. We keep taking and developing THEIR SPACE AND SOON THEY WILL ALL BE GONE. PLEASE, PLEASE STOP NOW.

Topic Question 3:

Leave the animals and those of us who love the outdoors room. We keep taking THEIR, AND I DO MEAN THEIR SPACE FOR BUILDING. Those of us that love the outdoors and ANIMALS wish to leave them open space. We keep taking and developing THEIR SPACE AND SOON THEY WILL ALL BE GONE. PLEASE, PLEASE STOP NOW.

Topic Question 4:

Leave the animals and those of us who love the outdoors room. We keep taking

THEIR, AND I DO MEAN THEIR SPACE FOR BUILDING. Those of us that love the outdoors and ANIMALS wish to leave them open space. We keep taking and developing THEIR SPACE AND SOON THEY WILL ALL BE GONE. PLEASE, PLEASE STOP NOW.

Comments: STOP TAKING SPACE FOR HUMANS AND INDUSTRY AND LEAVE THE ANIMALS SOME HOPE AND SPACE TO LIVE, REPRODUCE AND LEAD AS NORMAL LIVES AS POSSIBLE. WE ARE LOOSING SO MANY ANIMALS BECAUSE OF HUMANS TAKING LAND, FORRESTS THAT DRIVE THEM INTO SMALLER AND SMALLER AREAS. IF THIS CONTINUES THE ONLY ANIMALS THAT WILL SURVIVE WILL BE IN ZOOS AND THAT IS A HORRIBLE LIFE FOR THEM AS WELL.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 597

Author Information

Keep Private: No
Name: Jay Snider
Organization:
Organization Type: I - Unaffiliated Individual
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Bow, NH 03304
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 598

Author Information

Keep Private: No
Name: Sandi Covell
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED].
San Francisco, CA 94112
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is landscape that is owned by, cherished, and enjoyed by people from across the United

States, not just locals.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 599**

Author Information

Keep Private: No
Name: joanne groshardt
Organization: me
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
richardson, TX 75081
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 4:
God and nature first- -cars last

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 600

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Bethesda, MD 20814
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See below.

Topic Question 2:
See below

Topic Question 3:
See below

Topic Question 4:
See Below

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Mary Olson

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 601

Author Information

Keep Private: No
Name: Stephen Weitz
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED].
Oakland, CA 94619
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
see below

Topic Question 2:
see below

Topic Question 3:
see below

Topic Question 4:
see below

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 602

Author Information

Keep Private: No
Name: William Hutchings
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Birmingham, AL 35213
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela:

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of

alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Sincerely,
William Hutchings

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 603

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Urbana, IL 61801
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 604

Author Information

Keep Private: No
Name: Darcy Escovedo
Organization: National Parks Conservation Association
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Palo Alto, CA 94303
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
3478 Kenneth Drive

Comments: ear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 605**

Author Information

Keep Private: No
Name: jennifer N/A
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
plainview, NY 11803
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 606**

Author Information

Keep Private: No
Name: alice jena
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Queens, NY 11418
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
protect wildlife and land

Topic Question 2:
no weapons ever

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 607

Author Information

Keep Private: No
Name: Liz Garratt
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Indianapolis, IN 46234
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

Over the past ten years this sensitive and quiet area of Grand Teton National Park has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the Moose-Wilson Road corridor and increasing conflicts with wildlife. It's important that the National Park Service doesn't give in to the demands for even more development within this corridor. NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic, natural character of this corridor.

Topic Question 2:

Don't allow more development in this area.

Topic Question 4:

Crashes with wildlife kill/injure both animals and humans, so more development isn't good for anyone. Plus, why do humans have a right to take over even more of nature when the animals were there first and thus have a natural right to it?

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 608

Author Information

Keep Private: No
Name: Daniel Grassi
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Binghamton, NY 13904
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am deeply concerned about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 609

Author Information

Keep Private: No
Name: Richard Sorokas
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Skokie, IL 60077
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. like in Minn, number of Moose our being in packed by the traffic.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided. We need to protect the moose, wolves, bears, etc.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 610

Author Information

Keep Private: No
Name: Julie A. Noble
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Austin, TX 78704
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I love our national parks and the parks system. Every year, I visit Big Bend National Park. I should be writing to you about the Chisos.

But today, I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. The wildlife, scenery, and historic values of this road are spectacular and should in no way be threatened (perhaps destroyed) by unacceptable traffic impacts that would occur immediately and concomitantly with increased development. Critical to the preservation of all that the parks service is designed to protect - - wildlife, scenery, history, in pristine form - - is the preservation of the low-speed, winding, gravel road that inspires the historic character, solitude, scenic beauty, and sense of remoteness that supports a thriving wildlife population in, rather than wildlife flight from, this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage traffic management techniques that reduce the number of vehicles, maintain slow speeds, eliminate commercial and commuter traffic, and send a "coast is clear" safety message to the wildlife of the area. Alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road, are worth considering, as well, as this could enhance safety for pedestrian cyclists within the existing road prism. Additionally, although the NPS alternatives mention a possible shuttle system, I encourage the park service to develop a more definitive plan that outlines in detail how shuttle buses will be used to decrease traffic impacts.

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

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but when you look at the big picture, at the national and global landscape of things, Grand Teton is a world treasure that is owned by the people of these United States, but cherished by people from all over the world.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 611

Author Information

Keep Private: No
Name: Paula R. Katz
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
San Francisco, CA 94116
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I have been to the Grand Teton National Park with my mother, and we both loved the Park and want it protected as much as possible. I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 612

Author Information

Keep Private: No
Name: Sam W. Booher
Organization: Concerned Citizen
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Augusta, GA 30907
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The road remaining gravel with curves.

This is a National Park and not a route around a large city.

Topic Question 2:
Paving the road to support more traffic and high speed traffic.

"Build it and they will come" originally mean a baseball field. It is also appropriate for highways. If you make it a paved highway you will soon have highway traffic. Our National Parks roads were not never meant as just another highway to accommodate a magnitude of high speed drivers

Topic Question 3:
There should be no facilities built to support commercial interests nor private interest along this scenic gravel road. A tourist gets on one end of a gravel road, drives slow and gets off at the other end of this scenic route. For those that can not accept that then they need to find another paved route route that is preferably outside the National Park

Topic Question 4:
Park signs that say < Scenic Trail ONLY >
Park signs that say < 15 MPH >
Park signs that say < Watch for falling rocks >
Park signs that say <This road partoled by Rangers >

Park signs that say < Road Closed for repair every Tuesday and Thursday >

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Paving the road would be a mistake. The action of paving will require drivers to go faster to see more in a hurry

Paving and posting a speed limit will do nothing but still speed up drivers and , endanger wildlife.

Please do not allow any private or commercial facilities. Even one facility will be a "foot in the door"

This road needs to be listed as < Scenic route Only >

Maybe at the entrance post a sign that says < Maxium speed 15 MPH >

Maybe a sign that says < This Road is paroled by Rangers >

Maybe a sign that says < Speeding tickets go to a Federal Court for judication >

Maybe a Tuesday and Thursday complete Road closure Midnight to Midnight which would encourage local and commercial interests to find another route.

Maybe the only solution to your traffic problem is another route for local and commercial drivers.

Today's public and commercial interests are in such a hurry and their vehicles are built to accommodate high speed. Please do not build a road that accommodates high speed people and vehicles. If you can not post a Ranges along the road maybe several stop lights. Not at intersections but on curves that you make one lane only. I like the idea of telling everyone that the America public is demanding this sensitive and quiet area will no longer be burdened with greatly increased levels of commuter and commercial traffic, which is creating high traffic volume along the corridor and increasing conflicts with wildlife.

Your solution needs to state Moose Wilson Road Corridor within Grand Teton National Park is going to be returned to a place where all citizens can have a once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers often seen just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park. This New plan will protect park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor. It will eventually provide slow shuttle buses so that the public will have a visit to remember their once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers. Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route.

I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how slow shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Sam & Laurie Booher

[REDACTED]

Augusta, Georgia

(two time and soon to be three time visitors)

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 613

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Tetons National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Tetons is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States. It needs to be protected and preserved.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Tetons National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 614

Author Information

Keep Private: No
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Correspondence Information

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The role of the National Park Service is to protect our parks including the flora and fauna. It is not to accomodate corporate intersts. Travel restrictrions should be put in place and all commercial traffic except what is required to support Jackson Hole should be required to use other routes. A limited number of passes should be make available per moth or per year just like applying for applying for hunting licenses for certain mammals. Local private vehicles should be required to have a decal in order to use the roadways kind of like an Eazy Pass for tunnels and bridges in the East and elsewhere however with just a nominal fee, for example \$0.25 to \$0.50 each way, to pay for administering the system. Perhaps something like this would be possible for commercial traffic but requiring a more substantial fee for example \$10-\$20 each way for large vehicles and \$5-10 each way for medium size commercial vehicles.

No one should have unfettered access to roadways through National Park Land

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 615

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 1:

These comments address the requests for development within Moose-Wilson corridor of Grand Teton National Park.

Some of the goals the I'd like to see achieved are use of traffic management techniques such as one way roads, slow speed limits, temporary road closures and a shuttle system. National parks are for everyone's enjoyment but that means different things to different people. For some it means use of ATVs-loud, disruptive, smelly vehicles that scare the people and harass wildlife. We encountered problems here in Rocky Mountain National Park with snowmobilers harassing moose, chasing them to the point of exhaustion and ultimately, death.

There needs to be something comprehensive that will protect our wilderness, the wildlife and the pleasures we obtain from them.

Topic Question 2:

I feel any major developments should be forbidden. I know it would bring needed revenue to the park systems but would it be to the detriment of the values we hold for the parks themselves. The wildlife, scenery, and historic values of our parks can't be counted in dollars and cents. Many large corporations are trying (and succeeding) to develop mining or fracking in and around state and national parks. Profiteers. The ordinary citizen, the ones who's taxes pay for the parks and who volunteer in the parks, the ones who use the parks as affordable vacation and recreation options, are crowded out by the corporations waving dollars in their hands. I'll get off my soapbox now. :o) We need to keep some things precious. These are our treasures to pass on to the next generations. A perfect example of the destruction of a treasure, the Badlands of South Dakota. Teddy Roosevelt made mention of them many times in his

life but he wouldn't recognize them now due to the hydraulic fracturing and oil exploration that is going on. Please keep this in mind when considering any development in any future wilderness areas. Once they are gone, they won't come back.

Topic Question 3:

Stricter EPA standards for air and water quality controls. I am not a scientist but I understand the importance of water quality especially. It is a finite resource and we need to more strictly address the pollution that comes with development. I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. As I stated in Ques. 1 we have had moose harassed in the winter where they have used up their last reserves and have died because of snowmobilers. Winter is their most vulnerable time with scarce resources and little energy.

Most importantly, development in areas that have not been previously impacted should be avoided if at all possible.

Topic Question 4:

Grand Teton is a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments: This is to Superintendent Vela of the Grand Teton National Park as well as the National Park Service. It repeats several of my answers above, but for protection of the National Parks, and in particular Moose-Wilson, it bears repeating. Thank you.

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

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

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Marian Aument

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 616**

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
1577 miramar lane

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 617

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 618

Author Information

Keep Private: No
Name: David Shaver
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Morrison, CO 80465
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Maintain the slow speed, winding gravel road. Consider one-way traffic as well as possible use of shuttles in peak periods. There is a need to maintain the relatively rural and pristine character of the area and prevent unacceptable impact to park wildlife movements and populations.

Topic Question 2:

I do not think the road should be upgraded to a paved commuter highway. This will have significant adverse affects on wildlife and associated park values, as well as greatly diminishing the park visitor experience.

Comments: This comments outline my strong concern about the future of the Grand Teton National Park's Moose Wilson Road Corridor. As a long time supporter of the National Park System and a career natural resource manager for the National Park Service, I value the wildlife, scenery, and historic values of the parks and this road corridor in particular. I am concerned that increased development and unacceptable traffic impacts could greatly impact and destroy these qualities. It is critical that the Park Service preserve the historic character, solitude, scenic and wildlife values of this special area by maintaining the existing low-speed, winding gravel road.

As the Environmental Impact Study begins, please ensure that you identify this road as a quiet park destination and wildlife-viewing area, which is not suitable for a busy traffic route. Please eliminate commercial and commuter traffic and use traffic management techniques to reduce the number of vehicles and maintain slow speeds along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the

road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

The outstanding resources and values of Grand Teton are a cherished treasure owned by the American people and, while certainly enjoyed by the residents of the local community, must be preserved for the enjoyment of present and future generations.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 619

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 620

Author Information

Keep Private: No
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La Verne, CA 91750-4401
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 621

Author Information

Keep Private: No
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Organization: Miss
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Tiobe Barron

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 622**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Please stop development which will directly affect these rare creatures.

Topic Question 2:
[REDACTED]
Apt/Suite

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 623**

Author Information

Keep Private: No
Name: Jay Gorman
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Preserve the Wildlife Corridor.

Topic Question 4:
Preserve the Wildlife Corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 624

Author Information

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Organization:
Organization Type: I - Unaffiliated Individual
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Morganton, GA 30560
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Pamela Polizzi

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 625

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

The use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance.

Traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism.

Topic Question 2:

Development in areas that have not been previously impacted should be avoided.

Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 4:

What is key here is the protection of the rare wildlife, unique cultural history, and quiet (emphasis on "quiet") recreational opportunities along the Moose-Wilson corridor for local residents and visitors as well.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 626**

Author Information

Keep Private: No
Name: Mary F. Radek
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Topic Question 4:
This is an exquisitely beautiful area which should be protected at all costs.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 627**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Buses should be used so there is not so much pollution and noise from cars - this is their home - not ours.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 628

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative C addresses need for improvements while minimizing disturbance to wildlife and ecosystems, and limits excessive access and traffic.

Topic Question 2:

Alternative B causes far to much disturbance to the ecosystems.

Topic Question 3:

Use Alt. C except also add restroom to Granite Canyon trailhead

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Laurel J Hughes

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 629

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Management should maximize the protections to the wildlife and avoid over-development of human centered growth. This is the only way the animals will survive the corridor.

Topic Question 2:

Human-centered development should be kept at a minimum.

Topic Question 3:

No

Topic Question 4:

Remember-your focus should be on the park and its denizens.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park

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

destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 630

Author Information

Keep Private: No
Name: Cheryl L. Gilchrist
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 631

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Brooklyn, NY 11222
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Correspondence Information

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

Correspondence Text

We need to support our endangered planet and wildlife...even if it means bans on automobiles

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 632

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Tucson, AZ 85742
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Park managers are developing a plan that will shape the future of this critical landscape, but powerful special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor. They need to be prevented from causing any increase of impact on Grand Teton's wildlife.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 633

Author Information

Keep Private: No
Name: Hansen L. N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Missoula, MT Laulette
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Commercial thru traffic should be re-routed to pass outside the Park . The value of the park Thursday lies in giving visitors access to viewing & enjoying the Tryong, scenery and wildlife, while allowing for local traffic. Heavy commercial trucks have no business here. Our park systems & their highways ate not maintained for their usr

Topic Question 2:

Strategies that increase & encourage heavy commercial use should be discarded. They spell the death of the park, and the qualities for which this land was & is preserved.

Topic Question 3:

Encourage donations to benefit maintenance & minimal upgrades (such as pull outs, wildlife overpasses, rest areas), modelled on some of the systems in use in Alberta Canada. Encourage use of bicycles with seperate (from vehicle traffic) bike lanes, storm shelters & foot/horse trails. Organize shuttle services.

Topic Question 4:

I've said enough - - make The Tetons a model park; not a through expressway.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 634

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
Address:
tel aviv, UN 63454
ISR
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 4:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS

alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you,
Talila Stan

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 635

Author Information

Keep Private: No
Name: Julie Sears
Organization: Ms.
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[REDACTED]
Richardson, TX 75080
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 636**

Author Information

Keep Private: No
Name: Kevin A. Allen
Organization: LAUSD
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Torrance, CA 90504
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Minimally invasive

Topic Question 2:
No electricity

Topic Question 3:
Elevated pathways

Topic Question 4:
Respect nature

Comments: :)

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 637

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 638

Author Information

Keep Private: No
Name: Jacquelyn M. Richards
Organization:
Organization Type: I - Unaffiliated Individual
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Ypsilanti, MI 48197
Ypsilanti, MI 48197
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

So sad. Thankfully I am fortunate enough to have visited the park twice in my lifetime. Sounds like it isn't quite what it used to be.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 639

Author Information

Keep Private: No
Name: Elaine M. Hinman-Sweeney
Organization:
Organization Type: I - Unaffiliated Individual
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Albuquerque, NM 87112
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please maintain the existing road and keep it low-speed and low traffic. This area provides a unique experience for many people to experience wildlife. Perhaps using a ticket system for certain areas of the park (drivers get an assigned time to pass through the area) would help.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 640

Author Information

Keep Private: No
Name: Dennis McLane
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Silver Spring, MD 20904-1148
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 641

Author Information

Keep Private: No
Name: Peter Wormley
Organization:
Organization Type: I - Unaffiliated Individual
Address:
New Berlin , WI 53151
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Any strategy that will reduce traffic flow!

Topic Question 2:
Any strategy that will increase traffic flow!

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. Such destruction is not acceptable!

It is absolutely critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I strongly encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to completely eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the

road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also very Strongly support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, any development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. In reality, belongs to all the American People both this and generation to come. It is our obligation to preserve it for our children and their children.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 642

Author Information

Keep Private: No
Name: Karline F. Bird
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Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Olympia, WA 98502-9543
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 643

Author Information

Keep Private: No
Name: Michelle Hayward
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Kempston, UN MK42 7DP
GBR
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Grand Teton Moose

[Click Here to Send Your Comments!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Michelle,

Park visitors may not always remember the name of the road, but they certainly remember their once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers often seen just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park.

Over the past ten years, however, this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. Now, the National Park Service (NPS) is facing demands for even more development within the road corridor. NPS must put together a plan that best protects park wildlife and

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

its core habitat, visitor solitude, and the unique historic character of this corridor.

Park managers are developing a plan that will shape the future of this critical landscape, but powerful special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources. Please lend your voice to support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

As part of a two-year process to develop the 'Moose-Wilson Road Comprehensive Management Plan', preliminary alternative scenarios were proposed for addressing vehicle, recreational, and pedestrian traffic while still protecting the area's unique wildlife, biology, and cultural history. Your comments will be used to develop their Environmental Impact Study in 2015. Some ideas within the park's proposal will lead to increased protection for park resources, while others will contribute to a decline of the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

Take Action: Tell Grand Teton National Park Superintendent David Vela to first and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Here's how to submit your comments to Superintendent Vela.

Step 1: Go to <http://parkplanning.nps.gov/commentForm.cfm?documentID=60898> and carefully follow the form instructions.

Step 2: Please submit your comments by copying and pasting the sample message below into the 'Comments' field of the web form, adding any personal observations or stories that support your comments. Note: Four questions precede the 'Comments' field; those are optional.

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 to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 644**

Author Information

Keep Private: No
Name: Keith milligan
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 645

Author Information

Keep Private: No
Name: William Young
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Bellingham, WA 98226-8872
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 646**

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]
null

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 647

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
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Topic Question 2:
The NPS alternatives mention the use of a future small shuttle system. Regarding this, I encourage the

park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Comments:

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 648

Author Information

Keep Private: No
Name: Adolfo Bermeo
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 649

Author Information

Keep Private: No
Name: Catherine Johnston
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 650

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 651

Author Information

Keep Private: No
Name: Paul Bechtel
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 652

Author Information

Keep Private: No
Name: Sarah E. Batchelor
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 653

Author Information

Keep Private: No
Name: Wendy J. Palmquist
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am a lover of our National Parks. For over 30 years we have camped in Blackwoods Campground in Acadia on Memorial Day weekend, missing only twice. Twenty years ago I had a chance to tour this country visiting 10 National Parks, including Shenandoah, Grand Canyon, Yosemite, and Yellowstone. One of the parks we couldn't fit in was Grand Teton; it is on our bucket list for another grand adventure.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 654

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
South Berwick, ME 03908
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 655

Author Information

Keep Private: No
Name: Eric R. West
Organization: Eagle Yachts Sailing Experiences
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Since the Moose Wilson Corridor Road lies within the park, why not do what other parks have done when overcrowding is a problem: limit the number of vehicles that can be on the road at any one time.

To overcome backlash on this, a shuttle (electric if possible) bus system should be put in place to accommodate the increases in visitor demand.

Topic Question 2:

Paving would be a bad thing; it would encourage higher speeds; vehicles would make less warning sound for wildlife; it would bring even more pressure for more traffic.

Comments: The whole point of a park is to allow people and nature to intertwine in a quiet and unhurried way, and to do so in a way that protects the animals from us and vice versa.

If there is a limit to how much interaction by the public allows for this, then the limit must be put in place. Most visitors will understand this if it is explained to them.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 656

Author Information

Keep Private: No
Name: Carol L. Mitchell
Organization:
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Detroit Lakes, MN 56501
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Please protect the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

Comments: Dear Superintendent Vela,

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

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 657

Author Information

Keep Private: No
Name: Judith Horzepa
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Mendham, NJ 07945
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Grand Teton is one of my favorite national parks. My husband & I have visited there several times. Please do all that you can to protect this unique & special place & the surrounding area.

Thank you.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 658

Author Information

Keep Private: No
Name: James Brunton
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Tampa, FL 33612
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:
12718 Forest Hills Drive

Comments: Dear Superintendent Vela,

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

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Thank you.

James P. Brunton

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 659

Author Information

Keep Private: No
Name: N/A N/A
Organization:
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Nevada City, CA 95959
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 660

Author Information

Keep Private: No
Name: Sally A. Neary
Organization:
Organization Type: I - Unaffiliated Individual
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Kent, WA 98031
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

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Thank you.

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Sincerely,

Sally Neary

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 661**

Author Information

Keep Private: No
Name: Laura O'Neal
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Greenbrier, AR 72058
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 662

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 663

Author Information

Keep Private: No
Name: Judy Merrick
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lisle, IL 60532
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

The park's proposal will lead to increased protection for park resources, while others will contribute to a decline of the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

The wildlife and the lands they live on are the most important. People's desires for more convenient roads, noisy ATV's etc. should never be considered at the cost of the wildlife and the beautiful lands. It's those wildlife and lands that people from all over the country and in fact the world go to visit the national parks. Keep to the mission of the parks!

Comments: The park's proposal will lead to increased protection for park resources, while others will contribute to a decline of the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

The wildlife and the lands they live on are the most important. People's desires for more convenient roads, noisy ATV's etc. should never be considered at the cost of the wildlife and the beautiful lands. It's those wildlife and lands that people from all over the country and in fact the world go to visit the national parks. Keep to the mission of the parks!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 664

Author Information

Keep Private: No
Name: Ted R. Massa
Organization: NPCA
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 665

Author Information

Keep Private: No
Name: CC Carty
Organization:
Organization Type: I - Unaffiliated Individual
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StPetersburg, FL 33713
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Do Not Open Up The Corridor To Any More Vehicles, Logging, Hunting, Snow Mobiles, 4 Wheeler s or any other mechanized conveyance... The Corridor Should Remain DEDICATED to the Wildlife Who Inhabit the Area !

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 666

Author Information

Keep Private: No
Name: Carol L. Collins
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Dover, DE 19904
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you,
Carol L COLLINS

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 667

Author Information

Keep Private: No
Name: Harvey M. Rubenstein
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED] Hockessin, DE 19707
Hockessin, DE 19707-1928
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E-mail: [REDACTED]

Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to voice my concerns about the Moose Wilson Corridor within Grand Teton National Park. As a strong supporter of the national park system, I value the wildlife, scenery, and historic values of this road corridor and am concerned about the possible negative traffic impacts from increased development. It is important that the park service maintain the low-speed winding gravel road to preserve the character, scenic and wildlife qualities of this unique area.

Please ensure that as the Environmental Impact Study begins that you have a high priority on ate road as a quiet park destination and wildlife-viewing area, and not a very busy traffic corridor. I suggest the use of traffic management techniques to reduce the number of vehicles, maintain low speeds, and eliminate commercial and commuter traffic on this park road. These goals, along with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of part of the road could allow for safe pedestrian and bicycling use within the existing roadway area. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that defines how the shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures to limit winter disturbance of wildlife and planning alternatives that protect the security of wildlife movement corridors from disturbance by people. An important consideration would be to avoid development in areas that have not been previously impacted.

Grand Teton is certainly an great resource to the residents of the local community, but it is also a landscape that is owned and appreciated by residents from all states. I personally enjoyed visiting and

enjoying the spectacular qualities of this park a few years ago.

Sincerely,

Harvey M. Rubenstein

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 668**

Author Information

Keep Private: No
Name: Julian D. Chazin
Organization: National Parks Conservation Association
Organization Type: I - Unaffiliated Individual
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[REDACTED]
San Pablo, CA 94806, CA 94806
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor. I support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor. You are the best experts to do so.

Topic Question 2:
I think they should!

Topic Question 3:
I don't have any.

Topic Question 4:
None

Comments: Over the past ten years this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. This needs to be corrected and wildlife must be protected. Even though you are facing demands for even more development within the road corridor, NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor. Even though powerful special-interest groups are trying to force NPS to allow for increased impacts on

the Moose-Wilson Road corridor, which could irreparably harm park resources, yo must reject those efforts and proceed with a plan which will protect park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 669

Author Information

Keep Private: No
Name: Betty Lawrence
Organization:
Organization Type: I - Unaffiliated Individual
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Asheville, NC 28801
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 670

Author Information

Keep Private: No
Name: Carolyn V. Wirth
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Maynard, MA 01754
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Carolyn Wirth

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 671

Author Information

Keep Private: No
Name: Kathleen M. Turner
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Saint Louis, MO 63125
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 672

Author Information

Keep Private: No
Name: Michael I. Wapner
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Park Ridge, IL 60068
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I wanted to add a personal experience to the text included below that was provided by the National Parks Conservation Association.

We stayed in Jackson during a family trip to Wyoming a few years ago. Because of a tip from a local waitress, we decided to take a drive on the Moose-Wilson Road to improve our chances to see wildlife. Indeed, there was a moose browsing in a pond along the road. My daughters (as well as my wife and I) were thrilled to get to see this animal, our only "moose sighting" during our two week trip.

I value the NPCA's efforts to protect places such as this and would encourage the Park Service to take their suggestions into account.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.
Michael Wapner
Park Ridge, IL

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 673

Author Information

Keep Private: No
Name: Randal C. Mutter
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Cocoa, FL 32927
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I first traveled from my home in coastal Florida to hike and camp in the Tetons via the Moose/Wilson Road in 1970 after completing my military service in the United States Marine Corps. I didn't know how much I needed the space and beauty of that uniquely Wyoming dirt road until I stumbled upon it after breakfast one day at Nora's Fish Creek Inn. To this day, I still need to make that trip, if only in my mind. Slowly traveling that path to redemption lead me to view wildlife like I had never seen before. It also fostered experiences so wonderfully American that the trailhead adventures I had lead me to cherish those memories as I love no others. In its splendor my torn and tattered spirit was rejuvenated for which I remain eternally grateful. I even joined the Park Service as an interpreter for a short time because of that road and the meaning it provided in my life about my place in our wilderness.

Now, it has come to my attention that the future of the Moose Wilson Road Corridor within Grand Teton National Park is in danger of too much love and affection; that is, too much use by vehicles and the desire of private developers.

Like others before me, I ask that you please ensure that as your Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. Like others, I encourage the use of traffic management techniques to reduce the number of vehicles and maintain slow speeds. Especially important, I believe, is the elimination of commercial and commuter traffic along the road; it was not meant for such thoughtless and hurried activities.

I also support the use of seasonal closures and efforts to limit winter disturbance of wildlife. Most

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

importantly, development in areas that have not been previously impacted should be absolutely avoided.

Not all of us who love the area can live there and the Grand Teton Park environment is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States like me and now, my family. Our wishes should matter as well.

Thank you for your consideration of my request.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 674

Author Information

Keep Private: No
Name: Roger Hornaday
Organization:
Organization Type: I - Unaffiliated Individual
Address:
La Fontaine, IN 46940
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Roger Hornaday

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 675

Author Information

Keep Private: No
Name: susan hanzel
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kissimmee, FL 34747
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Susan Hanzel

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 676

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Indianapolis , IN 46260
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Correspondence Information

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

Correspondence Text

Topic Question 1:
I don't want fracking ,drilling ,polluting , or open carry in our national parks ...

Topic Question 2:
I want our water ,air ,food sources and public lands to be protected .

Topic Question 3:
I want kill marathons and disregard of our wolves and other species to STOP.

Topic Question 4:
I want to protect this earth and our public lands and I want the government to commit to the protection of our environment . We need our air ,water , our bees and our trees ~ not to mention all the other animals as well .

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 677

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Whatever protects the park and the wildlife.

Topic Question 2:
Whatever protects the park and the wildlife.

Topic Question 3:
Whatever protects the park and the wildlife.

Topic Question 4:
Please protect the park and the wildlife.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 678

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 679

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

John Goddard

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 680

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 681**

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 682**

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 683

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:

It is a good strategy to do little or nothing to change this road. The qualities which are valued by large numbers of visitors and residents of Teton County are obvious. The current state of affairs attracts large numbers of visitors, many of whom, because of physical limitations, may never get to see a natural setting rich in wildlife at such a close viewing distance. Almost any "improvements" will degrade their experience of the natural setting. If the current situation seems too crowded, then some control over the rate at which vehicles enter the corridor could be implemented. Other methods like making the road one-way, or turning it into two dead-end roads, could also be used.

Topic Question 2:

Almost all strategies which involve "development" of infrastructure (road widening, extensive paving, straightening of curves, adding bicycle or passing lanes) will inevitably harm the natural setting, the animals that utilize the area and the experiences of visitors. Bicycle lanes would certainly be harmful because of the amount of destruction of vegetation involved, and the addition of paving and/or clearing. Those of us who enjoy bicycling have recently benefitted by the addition of dozens of miles of pathways in Teton County, many in the Park, and in areas that have superb vistas and which are much safer and less disruptive to animals than a path would be in the Moose-Wilson corridor. Those who do not cycle are sharing the expense of this amenity, and are already having their vistas compromised. Look again at the bridge over the Gros Ventre River a few miles north of Jackson on highway 89. Visitors new to our area may not realize what a charming view of the river used to be there. The number of large animals inhabiting the area, along with reduced visibility make confrontations inevitable. Animals are more severely

disturbed by people on foot or bicycle, because they are already less familiar than vehicles, and because they may appear quietly and suddenly, startling wild animals using the area. And these animals are one of the major reasons why people, especially tourists, wish to see the area remain substantially in its present state

Topic Question 3:

A finding that "surprised" Park officials recently was the short time that many drivers spent getting through the Moose-Wilson corridor. This may mean that some of us are using the route just as a short-cut, or that many drivers have gotten used to driving at higher than optimal speeds because they are habitually busy and under some pressure. One way to deal with this could be to put signs at entrances to the corridor pointing out that this road was designed for low speed travel, and that getting to the other end may take longer than some might wish. Pointing out the danger of large animals in the roadway, might make this more palatable to visitors, many of whom are visiting in the hopes of seeing just those creatures. In this area especially, SPEED KILLS BOTH ANIMALS AND PEOPLE, as those of us who drive here know all too well. It would be advisable to consider any arrangement that would encourage low speeds. Some officials in the past have suggested that modifications like road straightening and removal of rough road are going to increase safety. Experience shows that these "improvements" often have the opposite effect because they encourage increased speed. Adding speed bumps, warning signs before curves, and frequent reminders about animals would all help. Viewing the road this way may convince many drivers that low speeds will make the drive more relaxed and safe, and will reduce the danger to people and animals.

Topic Question 4:

This short drive through prime animal habitat is a rare experience for most people. Its unique attraction means that we should emphasize, in publications and signs, the value of using it as a slow and enjoyable chance to look for animals in their natural setting. Many people can then conclude that the result is more pleasant and relaxing than seeing the route as a challenge to traverse as fast as possible.

Comments: As with deciding to disturb any natural area, once steps are taken to "develop" or "improve" the landscape, much of the natural attractiveness will be gone permanently. Areas like the Moose-Wilson Road are increasingly rare, and for those visitors who are not mobile enough to hike, or bicycle, it is a one-of-a-kind experience. Let's keep it that way.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 684

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a recent visitor to Grand Teton and a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 685

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 686

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 687

Author Information

Keep Private: No
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E-mail: [REDACTED]

Correspondence Information

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided. Winter protection is a must since that is the time of most difficulty form wildlife.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 688

Author Information

Keep Private: No
Name: Steve Olson
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 689**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 690

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 691

Author Information

Keep Private: No
Name: Jon T. Klingel
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I camped in the Park a few weeks ago and traveled on the Moose-Wilson Road. This needs to be a slow quiet road with numerous turnouts, and no overhead power lines. The noise from the generator near Colter Bay campground is a problem.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 692

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:

Some ideas within the park's proposal will lead to increased protection for park resources, while others will contribute to a decline of the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

Topic Question 2:

Over the past ten years, however, this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 693

Author Information

Keep Private: No
Name: Danielle Tran
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Organization Type: I - Unaffiliated Individual
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Calgary, UN T3A3S4
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 694

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Superintendent David Vela please protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 695

Author Information

Keep Private: No
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San Francisco, CA 94115
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 696

Author Information

Keep Private: No
Name: William S. Guion
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 697**

Author Information

Keep Private: No
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Organization: 391212
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NYC,, NY 10014-5150
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Please take good care of our parks, its inhabitants and its resources.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 698

Author Information

Keep Private: No
Name: Patrick M. Eggleston
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
We should not allow more vendors.

Topic Question 2:
Wildlife protection and wilderness protection should be the highest priority.

Topic Question 3:
None

Topic Question 4:
Keep the parks as they were.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 699

Author Information

Keep Private: No
Name: Amanda Milster
Organization:
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Address: [REDACTED]
Rockville, MD 20852
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 700**

Author Information

Keep Private: No
Name: lou stammer
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Columbus, OH 43206
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Correspondence Information

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

Correspondence Text

Topic Question 1:
NONED

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 701

Author Information

Keep Private: No
Name: Kevin Spath
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

Please slow down. We all get moving too fast. I want to do all that we can to protect our last natural resource areas (Nat'l Parks, Forests, and Wilderness areas)for all future generations. The natural world is an antidote to the ills of technological society.

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

Kevin Spath
Peekskill, NY

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 702

Author Information

Keep Private: No
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Organization: NPCA
Organization Type: I - Unaffiliated Individual
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Hartland, WI 53029
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance.

Topic Question 2:

Most importantly, development in areas that have not been previously impacted should be avoided. Paving the gravel portion of the road and re-routing any portion of the road would be contrary to this objective. Paving the road and re-routing the road will create destruction of additional natural areas of the park and disruption to wild-life at least in the short term.

Topic Question 4:

I have been to Grand Teton National Park twice in my 70 years. In both instances it was a high-lite of our visit to western Wyoming. I am in favor of very good maintenance with very little change to existing amenities.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 703

Author Information

Keep Private: No
Name: Ron H. Mohler
Organization:
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

O am not familiar enough with the curent proposals to give an answer at this time. However, I believe that any proposal that will continue to limit the impact upon the reigion and wildlife, maintaining the seclusion of the area and safty of the wildlife and environment, would be the best policies and practices. Please try to avoid any development in areas that have not had any or major impacts upon it curenly or in the past, and try to limit to the absolute minimums in areas that may have suffered some development in the past. As to traffic control. an alternative rout for traffic should be looked for.

Topic Question 2:

Any proposal that would increas or speed up traffic in the area should be avoded as much as posible. I understand the wishes of locals and businesses to have a shorter and/or faster rout between destinations, but using a senic route through a National Park is not the answer and should not be a consideration.

Topic Question 3:

Perhaps the development of a skyway? This would allow for a greater number of visitors to see and explore the area wile still maintaning the wildness and seclusion and tranquility of the area with minimal impacts on the wildlife and environment. I believe it is important that we find ways to allow everyone, including the infirm and handicaped to be able to access and experiance our parks and wilderness areas, while still maintaining the seclusion and habitate, and this may be a way to acheve such acceses.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand

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

Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Ron Mohler

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 704

Author Information

Keep Private: No
Name: James M. McMurtrey
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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Carrollton, TX 75007
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 705

Author Information

Keep Private: No
Name: June Maselli
Organization:
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New Haven, CT 06512
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Correspondence Information

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

Correspondence Text

Topic Question 1:

As part of a two-year process to develop the 'Moose-Wilson Road Comprehensive Management Plan', preliminary alternative scenarios were proposed for addressing vehicle, recreational, and pedestrian traffic while still protecting the area's unique wildlife, biology, and cultural history.

Topic Question 4:

protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Comments: In the southwestern corner of Grand Teton National Park, over the past ten years, however, this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. Now, the National Park Service (NPS) is facing demands for even more development within the road corridor. NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Please take powerful special interests out of the plan, as this is a natural place for preservation.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 706

Author Information

Keep Private: No
Name: Vikram S. Sikand
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 707

Author Information

Keep Private: No
Name: Raeann K. Scott
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Sumas, WA 98295
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 708

Author Information

Keep Private: No
Name: Cindy Fine
Organization:
Organization Type: I - Unaffiliated Individual
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Gardner, KS 66030
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 709

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Miami Beach, FL 33141
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Topic Question 2:

Do NOT allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources

Topic Question 4:

This sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife

Comments: Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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importantly, development in areas that have not been previously impacted should be avoided.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 710**

Author Information

Keep Private: No
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Fond du Lac, WI 54935
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
To support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 711

Author Information

Keep Private: No
Name: Richard Medlock
Organization:
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Cheyenne, WY 82003-7010
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Leave the road alone except for maintenance issues. It will help ensure slower traffic with much fewer problems.

Topic Question 2:

Do not increase the size, straighten, or otherwise change it.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 712

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 713

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Bob Hazelton

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 714

Author Information

Keep Private: No
Name: Deborah K. Gingrich
Organization:
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Vero Beach, FL 32968
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 715

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
NO FURTHER DEVELOPMENT - - KEEP SLOW, SAFE SPEEDS!!!

Topic Question 2:
NO FASTER ROADS - - SAVE THE ANIMALS!!!

Topic Question 3:
SAVE THE ANIMALS = FIRST PRIORITY

Topic Question 4:
ANIMALS = FIRST PRIORITY

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 716

Author Information

Keep Private: No
Name: Teresa Allen
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Deming, WA 98244
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 2:

Development in areas that have not been previously impacted should be avoided. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 3:

Consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 717

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Mark S Kraych

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 718

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am very concerned about the future of the Moose Wilson Road Corridor within Grand Teton National Park. My family enjoys and loves our country's national parks and I value all that this corridor has to offer, including the wildlife, scenery, and historic values of this road; increased development in this corridor would destroy these same qualities. In order to preserve the historic character, solitude, scenic and wildlife values of this unique area, it is critical that the park service maintain the low-speed, winding, gravel road.

Please, be sure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area. Please, see that traffic management techniques are used to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

The use of seasonal closures, would greatly enhance efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is a gift to the residents of the local community; but it is also landscape that is owned by,

cherished, and enjoyed by families, including mine, from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 719

Author Information

Keep Private: No
Name: Rob McKinnie
Organization: NPCA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Topic Question 2:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 720

Author Information

Keep Private: No
Name: John A. MacDonald
Organization: National Park Conservancy Assn
Organization Type: I - Unaffiliated Individual
Address: Akron, OH 44313
USA

E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

Keep as a first priority the preservation of the ecological sensitive of this area. This is a prime area for the habitat of several species necessary for the health of the wild world that is so important to the plants and animals that visitors (with their economic contribution to the region) come to experience. We have a diminishing number of regions in this country that provide the high quality of wilderness necessary for humans & wildlife. Do everything you can with your plans to preserve the treasures we still have.

Topic Question 2:

Providing for increased commercial use at the expense of the wild world is counter productive.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 721

Author Information

Keep Private: No
Name: Theresa M. Titone
Organization:
Organization Type: I - Unaffiliated Individual
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Cortez, CO 81321
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 722

Author Information

Keep Private: No
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Organization:
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E-mail: [REDACTED]

Correspondence Information

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

Topic Question 1:

protect fully the animals/birds/reptiles and trees and plants of this site. cut the traffic. reroute it out of this area and into more developed areas. stop all trapping and hunting of animals and let them have peace and tranquility. they are important to all of our lives to the nth degree. they are part of our ecological processes. I realize that this agency itself has become corrupt and infested with wildlife murderers and greed to the nth degree so that anything the general public owns is being deamed and destroyed daily by our federal govt. for money and greed.

Topic Question 2:

we need to weed out of this agency the wildlife murderers, the trappers, the loggers and the profiteers who see every piece of public land as just sitting there waiting for them to reap the benefits of it for their very own wallets. they are legion and they are evil and malicious. chick them out of the mix since they represent no boon for the us public. chuck out the corruption in this agency which is focused on greed killing and logging.

Topic Question 3:

the biggest strategy of all is protection to the nth degree protection of nature full. we need to stop the lices emanating from our corrupt federal agencies which tell us one thing and do the killing and raping of our lands while using fake words to hide the maliciousness and evil that they are in fact actually doing. the problem is the employees see plans to make work for themselves. they don't care what the work is, as long as they have jobs for eternity. the end result isn't what counts for these planners. they just want to please their corrupt federal bosses.

Topic Question 4:

protect nature to the fullest extent. the best idea is always to make the land wilderness. and then protect wilderness which is also under attack by the evil malicious people in the federal govt and their pals - their "stakeholders". that is what "stakeholders" are - they are there to see what they gcan get ou of the deal. they are not there for the benefit of all the people. they are there to get millions for their own non profits. the non profits in most cases are a big disappointment. they are doing to make themselves rich, niot help this country. they are masquerading. and govt agencies think we don't notice.

Comments: 1. protect nature - the wildlie nad the trees from the malicioius, evil humans that are out there. the killers of wildile who get joy from laicious killing to put a head on the wall or a rug under their feet take away ALOT FROM THE REST OF US. AND WE ARE IN THE MAJORITY. WHY ARE WE LETTING THIS SMALL GROUPS OF MALICIOUS PERVERTS DO THIS TO US. HUNTERS AND TRAPPERS REPRESENT LESS THAN 1/2 OF ONE PERCENT OF THE PEOPLE IN THIS COUNTRY. WHY ARE THEY MAKING THE RULES AND SILENCING OUR VOICES.

2. PROTECT NATURE. STOP THE ROAD BUILDING AND THE LOGGING THA6T IS MASSIVE AND RAMPANT.

3. PROTECT NATURE FROM THE HIGH USE OF TOXIC CHEMICALS BY OUR FEDEAL AGENCIES WHICH ARE SPRAYING ALL OVER AMERICAN AND THE DRIFT KILLS OUR MONARCHS, AND OUR BATS AND OUR SNAKES, AND ALL SPECIES.

THE TOXIC HEMICALS PROFITEERS ARE LAUGHING WHILE WE ARE ALL DYING FROM THEIR TOXIC WARES. THEY ARE NOT SAFE FOR LIFE ON EARTH . NOT IN ANY WAY. STOP THE MASSIVE USE OF CHEMICALS.

4. PROTECT NATURE. PROTECT THE HOMES OF THE BIRDS AND ANIMALS. THEY KNOW WHERE THEY NEED TO LIVE. YOU CANT CUT DOWN THEIR HOMES AND ASSUME THEY CAN FIND SOMETHING ELSE TO KEEP THEM IN GOOD HEALTH. THEY KNOW WHERE THEY NEED TO LIVE AND THEY HAVE PICKED IT. LEAVE THEM ALONE. CONSIDER THEM SACROSANCT.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 723

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Special Interests and developers should be banned from any decisions concerning the plan.

Comments:
I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 724

Author Information

Keep Private: No
Name: Kelly Warner
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
281 Ross Hollow

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 725

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am not able to assess the alternatives, because I don't know well enough what they are. I just visited Yellowstone and Teton park for the first time in 27 years. The scenery is still a beautiful, but the crowds of tourists from all over the world made the experience very different than in 1987. There is too much traffic and noise, the facilities and trails are worn out. If anything, the parks should be accessible to less people at a higher cost per person.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 726**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Correspondence Text

I've been to the Grand Tetons and it was more impressive than Yellowstone and Yosemite. All NP need to be saved and unspoiled. That is why they were made National Parks. It is therefore important to keep industry, big oil and gas, etc outside of the area and make sure the stay unspoiled.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 727

Author Information

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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. We must protect this unique and beautiful area for the benefit of our children and their children.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. Please consider my request and protect this area to the best of your ability.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 728**

Author Information

Keep Private: No
Name: Linda Hilf
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Pittsburgh, PA 15024
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
I am writing about the Moose-Wilson road situation, located in the southwestern corner of Grand Teton National Park. It seems special interest groups are pressuring your office , increasing the impact on this serene landscape , it's animals and people just wanting to enjoy this environment! I ask you to remember the reason you hold the position you do ~~~ do the right thing for the Park and the animals Thank you

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 729

Author Information

Keep Private: No
Name: zion f. woods
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
los angeles, CA 90043
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,
I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Sharon Mader
Grand Teton Program Manager

P.S. See for yourself what's at stake in the Moose-Wilson road corridor in this Park Service video.
<http://my.npca.org/site/R?i=FpmmiFRLlZYeIwy19P1CiA>

This message was sent to [REDACTED] by the National Parks Conservation Association. Click here to change your email preferences.
http://my.npca.org/site/CO?i=E3t_gO79u0z3obD40O-CF7t0jQdOG7Ge&cid=1084

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E-mail us at [REDACTED] write to us at 777 6th Street, NW, Suite 700, Washington, DC 20001, or call us at 800.NAT.PARK (800.628.7275).

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http://my.npca.org/site/R?i=uEkW4-09eer_2BVfwUv1Jw

NPCA | 777 6th Street, NW | Suite 700 | Washington, DC 20001 | 800.NAT.PARK | [REDACTED]

Reply, Reply All or Forward | More
Click to reply all

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 730

Author Information

Keep Private: No
Name: Laura A. DeHaven
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Atlanta, GA 30318
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please protect the rare wildlife, the unique cultural history, and the quite recreational opportunities along Moose-Wilson corridor.

Topic Question 2:

Please protect the rare wildlife, the unique cultural history, and the quite recreational opportunities along Moose-Wilson corridor.

Topic Question 3:

Please protect the rare wildlife, the unique cultural history, and the quite recreational opportunities along Moose-Wilson corridor.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 731

Author Information

Keep Private: No
Name: Rick -. Schweizer
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bridgeton, MO 63044
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 732

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
New York City, NY 10021
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 733

Author Information

Keep Private: No
Name: SUE E. DEAN
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
SCOTTSDALE, AZ 85266
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

First and foremost, please protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

The Grand Teton National Park has always been one of my personal favorite parks ever since I was a little girl. The wildlife as well as it's stunning beauty were so memorable to me.

Topic Question 2:

Anything that would allow distracting noise, pollution, traffic or things that distract from allowing wildlife their quietude Humans need this as a refuge from the outside world as well.

Topic Question 4:

Please make sure to put a priority on preserving the Tetons as a peaceful place of solitude. It is a gem that must be preserved for future generations.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 734

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Mahwah , NJ 07430
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
Traffic should be limited, not allowed to increase. The corridor is fragile.

Topic Question 4:
Traffic in the corridor should actually be reduced.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 735**

Author Information

Keep Private: No
Name: Linda A Williams
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Pompano Beach, FL 33062
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 736

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
deerfield beach, FL 33442
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area;

Topic Question 2:

not as a busy traffic route

Topic Question 3:

I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road.

Comments: These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 737

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Portland, OR 97219
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife, and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 738

Author Information

Keep Private: No
Name: Fred A. Shaw
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Oxford, OH 45056
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

To best preserve the full experience of this area's tranquility for enjoying and protecting the wildlife and the majestic scenery, it is critical to maintain the low-speed, winding, gravel road. Slow speeds are necessary to truly appreciate the scenic beauty and calm of the area. This road should be designated as a quiet park area rather than a noisy and hurried traffic route.

I concur with the National Parks Conservation Association in encouraging the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 2:

My wife and I will visit Grand Teton National Park next week. We are strong supporters of our National Park system, and we visit at least one National Park every year. Increased development and encroachment would greatly infringe upon the scenery, wildlife, and relaxed atmosphere that continues to draw us back to the parks.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

This will be our first trip to Grand Teton, but we expect it to be one of the highlights of our National Parks' experiences. We are enriched by these resources that are held in trust for all of the people of the United States. Please do all in your power to protect these resources for future generations.

Comments: Thank you for your efforts to support park protection around the country. I hope that the actions you take will have such a profound positive effect that they will become models for the management of critical road corridors in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 739

Author Information

Keep Private: No
Name: John R. Cannon
Organization: Conservation Science Institute
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Front Royal, VA 22630
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

John Cannon, Ph.D.
Director
Conservation Science Institute
Front Royal, VA

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 740

Author Information

Keep Private: No
Name: Maxine Cannon
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Front Royal, VA 22630
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 741

Author Information

Keep Private: No
Name: John Barger
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Portland, OR 97206
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

John Barger

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 742

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Minneapolis, MN 55403
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 743

Author Information

Keep Private: No
Name: Sharon G. Fisher
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Front Royal, VA 22630
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
1447 Stoney Bottom Rd.

Comments:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 744

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Sparks, NV 89434
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Restrict traffic by maintaining the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. I have visited Yellowstone numerous times and have traveled this route, enjoying the lack of traffic jams.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 745

Author Information

Keep Private: No
Name: Suzanne Kruger
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
harpers ferry, WV 25425
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Parks are parks, and should be treated as such. They are not commercial entities. Not everything is about money-nor should they be. Parks are nature, peace and tranquility.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 746

Author Information

Keep Private: No
Name: Ron VanAbrahams
Organization:
Organization Type: I - Unaffiliated Individual
Address:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 747

Author Information

Keep Private: No
Name: Madelynn Frazier
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I haven't been able to find a document that outlines the strategies in the preliminary alternatives but I certainly feel that unless a major highway runs through this area, definitely commercial and possibly commuter traffic should be taking another route.

Topic Question 2:

No strategy being considered that would accommodate commercial traffic should be considered. Commercial traffic has no place in a National Forest unless an interstate highway runs through it.

Topic Question 3:

I would seriously monitor and restrict ATV use in the park for the benefit not only of the wildlife but those trying to enjoy the peace, quiet and serenity of nature.

Comments: It's important to remember why National Parks were established. First to protect the native wildlife and their natural environment and secondly for people to have a place where they can visit and enjoy that native wildlife in their natural environment.

Adapting that mission statement to accommodate commercial trucks and traffic not servicing the National Parks is destructive to the national park environment and totally unnecessary since they should be using the interstate highways.

As a nature lover and strong supporter of the state and national parks, I would like their pristine nature to be preserved for everyone's benefit. Not become just another commercial, well-traveled road to

somewhere else. Clean air is as important a feature of the national parks as anything else and the air can't stay clean if the park roads are heavily traveled by commuters and commercial vehicles.

I hope you will keep these things in the forefront of your mind as you make your decisions that will affect us all, including the wildlife in the parks.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 748

Author Information

Keep Private: No
Name: William Coffee
Organization: Mr.
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Louisville, CO 80027
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 749

Author Information

Keep Private: No
Name: Emma L. Fitzpatrick
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Making access to Granite Canyon, etc., by trail, cutting down the length of the drivable road would limit human overuse of that area. Some realignment of the road seems advisable though it's been a number of years since I was there.

Topic Question 2:

None of the plans seem to me to restrict vehicle traffic as much as would be desirable.

Topic Question 4:

It has been a long time since I was on that road, and it was little used at that time. I can't tell for sure from the alternatives, but, if commercial vehicles are using the road, I think they should be forbidden completely. If vehicle traffic is now as heavy as it sounds like it has become, a possibility to at least consider would be no access by private vehicles and just allow a limited number of park or concessionaire tour vehicles per day during the busy season.

Comments: I'm not an authority on wildlife management or any of the sciences that would be involved in this decision. However, I love the national parks and the Yellowstone/Grand Teton area most of all. Because I love the parks so much, a part of me hates to see access restricted in any way for all of the people who want to enjoy them. At the same time, I am realistic enough to know that overuse will ultimately destroy their value for all of us. They would no longer be what they were created to be and no longer serve their purpose for the nation. So, please, come up with a restrictive enough alternative that the wildlife in that part of the park are preserved and protected.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 750

Author Information

Keep Private: No
Name: Elaine Becker
Organization:
Organization Type: I - Unaffiliated Individual
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Roanoke, VA 24018
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

No one wants a major freeway through a lush wildlife area! Remember it's a PARK, not a drive-through.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 751

Author Information

Keep Private: No
Name: Randolph M. Gyulay
Organization:
Organization Type: I - Unaffiliated Individual
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Akron, OH 44319-2240
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 752

Author Information

Keep Private: No
Name: mark gillono
Organization:
Organization Type: I - Unaffiliated Individual
Address:
[REDACTED]
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 753

Author Information

Keep Private: No
Name: Irena Franchi
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Sunny Isles Beach, FL 33160
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
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Thank you.

Topic Question 2:

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Thank you.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 754**

Author Information

Keep Private: No
Name: Carolyn Boor
Organization: Ms.
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 755

Author Information

Keep Private: No
Name: Elaine Fischer
Organization:
Organization Type: I - Unaffiliated Individual
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Roanoke, VA 24018
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

Please keep the area as wild as possible!

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 756

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
lincoln city, OR 97367
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

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Sincerely,

Kekule Bastron Family and friends

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 757

Author Information

Keep Private: No
Name: Mireya L. Landin-Erdei
Organization:
Organization Type: I - Unaffiliated Individual
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Bullhead City, AZ 86442
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Any alternative that facilitate the free, absolutely free movement of wildlife is OK for me. even if that means restrictions to human visitors, so be it. Wildlife is precious and they have the RIGHT OF WAY in any plan consideration. Let's be realistic.

Topic Question 3:

My answer to Question 1 says it all.

Topic Question 4:

Ditto.

Comments: I'm extremely concerned over the general principle that seems to rule any consideration of people being over wildlife. Our unique wildlife is precious and irreplaceable.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 758

Author Information

Keep Private: No
Name: Ryan Hanson
Organization:
Organization Type: I - Unaffiliated Individual
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New Orleans, LA 70125
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 759

Author Information

Keep Private: No
Name: Jason R. Van Pelt
Organization: National Parks Conservation Association NPCA
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:
09/09/2014

ANSWERS TO QUESTION 1: Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

I, Jason Robert Van Pelt approve of a few NPCA ideas for this NPS plan. I approve of a NPS shuttle system to tour the natural, national heritage led by National Park Tour Guides and National Park Law Enforcement Rangers. This will increase tourism and safety. I approve of a bicycle only route to enjoy the natural, national heritage yet the bicycles must be registered and the bicyclists must be with helmets. This will increase physical fitness and decrease pollution. I approve of hikers with leashed dogs being allowed on this National Park Service route. This will increase humanity and decrease vehicular erosion.

Topic Question 2:
09/09/2014

ANSWERS TO QUESTION 2: Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

I, Jason Robert Van Pelt disapprove of some alternatives brought to my attention. I disapprove of a repaved and reconstructed highway route or road through that area. This will increase traffic, pollution, and noise. The fellow equal animals might just leave if that happens. Also, the motor vehicles might decrease the fellow equal animals. I disapprove of closing the route during certain seasons. This will

decrease popularity. The National Park Service NPS should remain open all year round just like The Ice Age National Scenic Trail route of Wisconsin!

Topic Question 3:

09/09/2014

ANSWER TO QUESTION 3: Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

I, Jason Robert Van Pelt have a strategy to be considered. I proffer that this NPS route of discussion be turned into a NPS trail entirely. Open to national park enthusiasts on foot. Closed to bicyclists, motor vehicles, and tours shuttled. Of course however law enforcement has jurisdiction to move about as needed. Turn the complete roadway of a route into a large trail segment for The National Park Service NPS. No more emissions and no more vehicular erosions.

Topic Question 4:

We will keep our Badlands good! - National Park Service NPS

God bless America!

Long live Nationalism!

Comments: 09/09/2014

USA INTERFACE: Nationalization

National Excerpts:

Stately Devil's Lake State Park in United State Wisconsin has given Wisconsin state park enthusiasts more than one century. The Devil's Lake State Park area offers many state park trails and just one national trail route. Parks are wonderful with their current ranking, but as a Lions' Share Nationalist (Political identification) I believe national parks extend the most American value in our nation union. Nation union development has nothing to do with political identification. Ice Age National Scenic Trail route can have a "National Railroad Trail" addition (After reconstruction) because there are seldom used train tracks that travel through Devil's Lake State Park. Adopt-A-Trail opportunities are designed for the caretaking of these rail-trails across America. We can recharge a historic President of The United States of America Franklin D. Roosevelts' deal, anew. The initiation of The United States Civilian Conservation Corps CCC by our federal government helped our United State Wisconsin state park system during the great depression in our historic past of The United States of America. Now, here we are during the great recession with unemployment rates that could be swiftly resolved. The Civilian Conservation Corps CCC developed many treasured Wisconsin state parks and only with improvements these cherished parks are able to become Wisconsin national parks. Devil's Lake State Park is natural, united state heritage, but if it becomes natural, national heritage then a new name would be in order. In God we do trust within The United States of America. I, Jason Robert Van Pelt trust in God above and if Devil's Lake State Park is nationalized it could then become Gods' Lake National Park. The east bluff at Devil's Lake State Park has a natural feature called the Devil's Doorway however Gods' Lake National Park could transform the Devil's Doorway into Gods' Window. "Whenever a door closes, God opens a window..." - Holy Tablet. The south bluff is unaltered and begging for attention from our revamped Civilian Conservation Corps CCC, which would be accepting civilians of all genders as fellow equals. The Wisconsin Conservation Corps WCC exists at Devil's Lake State Park. Wisconsin nature enthusiasts will go bluffing at various skill levels with the satisfaction of putting trust in God above. Airborne Turkey Vultures encircle the natural bluffs as the main attraction. Turkey Vultures are very comfortable flying closely above a Wisconsin state park enthusiast, near the edges and while on top of the natural bluffs. The hatched Turkey Vulture nests

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

are right in the middle of raising family, during the month of Gregorian deciduous June. The sculpted CCC worker "The Statue of Conservation" (Petitioned as the honorary statue name) at Devil's Lake State Park is motivational and inspirational. I shall keep prospecting and scouting about America. Stately Governor Nelson State Park offers the Redtail Hawk Trail (Redtail is a trail name portion) 1.03 miles, the Woodland Trail 1.18 miles, the Morningside Trail 2.40 miles, and the Oak Savanna Trail 1.84 miles. Governor Nelson State Park flourishes because of the noteworthy Six Mile Creek. The anchor at Governor Nelson State Park needs to have the recognition of the attraction that it is. Barack Obama a historic President of The United States of America and a Forefather of The United States of America, stated to us all as one nation: "To be the Authors of the next great chapter of our American Story" - Barack Obama. This American Story is formative and ongoing; An American Story of The United States of America with inclusion for all (Anti-Terrorism and Counter-Terrorism). The weekly addresses kept a constant and steady heart rate beating a sense of security. Heart signifies leadership. President and Forefather of The United States of America Barack Obamas' anchor of furtherance, insures that we all will not revert because freedoms' light is still shining. The moving of our one nation under God forward from a historically epic standstill, approaches. "Long May Our Land Be Bright With Freedom's Holy Light" - The United States of America. The United States of America truly became the greatest nation on Earth during this Presidency by the Greatest American of all time Barack Obama, with civility. The "Anchor of Furtherance" (Petitioned as the honorary anchor name) must be decorously remastered (Polishing, recoating, engraving, dedicating). Flying and slender stepping are the vocalized Sandhill Cranes as the main attraction. Governor Nelson State Park has an Earth Day foundation and the capability of becoming nationalized through improvement possibilities. An improvement possibility in particular, is a County Highway M barricade that would block all the debris (Recyclables and non-recyclables) causing pollution. The Wisconsin Conservation Corps WCC is in existence at Governor Nelson State Park and Lake View Hill Park of Capital James Madison. Native plants without invasive plant life and native animals to the region are guidelines to follow. Governor Nelsons' National Park will provide relief to all of the worldwide park enthusiasts and environmentalists who appreciate the distinct natural landscapes of The United States of America. Wisconsin state park enthusiasts will be forever grateful when they are able to become Wisconsin national park enthusiasts. The worldly great place of Waunakee honors our United States of America Military. Village Park with the Village of Waunakee has a Veterans Memorial. There is a commemorative dedication bench at Governor Nelson State Park that includes this piece of history: "The best and most Beautiful things cannot be seen or even touched. They must be felt with the Heart." - Helen Keller. A national North American Bald Eagle lighthouse shining arrows of light across Lake Mendota toward Lady Forward, would spruce up the state or national park of the great Governor Gaylord Anton Nelson. The address of Governor Nelson State Park is 5140 County Hwy. M Waunakee, WI 53597. Governor Nelson State Park (Governor Nelsons' National Park) where Governors and Presidents work together!

Amongst the stately islands of Apostle Islands National Lakeshore is just one needing an immediate improvement. In God we do trust within The United States of America and Devils Island can, might, as well as may become "Gods' Island" (Petitioned as the honorary destination name). United State Wisconsin is willing to contribute Apostle Islands National Lakeshore and the Saint Croix National Scenic Riverway along the border flowing, rapid Saint Croix River of Wisconsin, toward the fate of our one nation. If Nationalist political identification has something to do with nation union development then natural, national heritages would not be sacrificed. Heartland Country threshold is in the heart warming Dairyland being United State Wisconsin. The Great Midwest of The United States of America is known as The Heartland and The Great Plains. United State North Dakota, United State South Dakota, United State Nebraska, United State Kansas, United State Minnesota, United State Iowa, United State Missouri, United State Wisconsin, United State Illinois, United State Michigan, United State Indiana, and United State Ohio are the twelve states being united that make complete The Great Midwest. United State North Dakota, United State South Dakota, United State Nebraska, and United State Kansas generate The Great

Plains. United State Wisconsin and United State Illinois create The Heartland. The borders of United State Wisconsin form and take shape similar to an actual human heart. The Black River Country area consists of Black River Falls and Black River State Forests. The Heartland Country (Reserved empowerment) is Northwestern United State Wisconsin just past Black River Country and Blugold Country, right around the National Lakeshore of Apostle Islands.

By, Jason Robert Van Pelt

Lionheartedly,
A NPCA Advocate,
Mr. Jason Robert Van Pelt
USA = Uncle Sam Armstrong

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 760

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Reduce traffic along the the low-speed, winding, gravel road Moose Wilson Road Corridor within Grand Teton National Park. This is critical to preserve the historic character, solitude, scenic and wildlife values of this special area. Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area.

Topic Question 2:

Treating the Moose Wilson Road Corridor as a busy traffic route. That would eventually destroy the scenic and wildlife attributes of this special area.

Topic Question 3:

Alternatives such as a one-way road option, or road closures of all or part of the road should be considered.

Topic Question 4:

I also support efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance such as seasonal closures. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand

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

Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road network. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 761

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Notes:

Correspondence Text

Topic Question 4:

Some of the best moments of my life, when I was a young man, were spent hiking and camping in the Grand Tetons. The beauty and the pristine purity that I found there, are without doubt, among the greatest to be seen on the earth.

I vigorously protest any plans or developments which threaten the quiet and isolation and protection which should be the hallmarks of all our national parks.

Had I known of this sooner, I would have spoken up that much sooner.

Losing any of that natural beauty is a crime against nature.

And a disgrace to this nation.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 762

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 763**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Please choose animals and their security over people....
We have encroached enough.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 764**

Author Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Alternative d

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 765

Author Information

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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Sincerely,

Bruce Keegan

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 766

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:
Protect wildlife and maintain ability for visitors to observe the wildlife. Limit pass- through traffic.

Topic Question 2:
Don't pave the unsaved section. This will just lead to increased and passing-through traffic

Topic Question 3:
Consider shuttle use. Would get more people in with fewer vehicles and the people wouldn't be trying to view while driving. This is most important and the beginning and end of the day when wildlife is more active.

Topic Question 4:
I've been to this part of the park. It was exceptional for the amount and closeness of wildlife. I realize changes are needed because of congestion. I'd say aim for something more sustainable. I'm not sure the current alternatives are much more than a bandaid.
- you could make entrance a ticketed event to control numbers of cars but provide non- car options to enter
- you could have people go in and out on Segways or golf carts.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 767

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
preserve the historic character, solitude, scenic and wildlife values of this special area

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 768

Author Information

Keep Private: No
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Correspondence Information

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Notes:

Correspondence Text

Topic Question 2:
2420 1/2 N. Beachwood Dr

Comments: Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 769

Author Information

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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 770**

Author Information

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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Grand Teton Moose
Click Here to Send Your Comments!
(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Bradley,

Park visitors may not always remember the name of the road, but they certainly remember their once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers often seen just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park.

Over the past ten years, however, this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. Now, the National Park Service (NPS) is facing demands for even more development within the road corridor. NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Park managers are developing a plan that will shape the future of this critical landscape, but powerful special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources. Please lend your voice to support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

As part of a two-year process to develop the 'Moose-Wilson Road Comprehensive Management Plan', preliminary alternative scenarios were proposed for addressing vehicle, recreational, and pedestrian traffic while still protecting the area's unique wildlife, biology, and cultural history. Your comments will be used to develop their Environmental Impact Study in 2015. Some ideas within the park's proposal will lead to increased protection for park resources, while others will contribute to a decline of the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

Take Action: Tell Grand Teton National Park Superintendent David Vela to first and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Here's how to submit your comments to Superintendent Vela.

Step 1: Go to <http://parkplanning.nps.gov/commentForm.cfm?documentID=60898> and carefully follow the form instructions.

Step 2: Please submit your comments by copying and pasting the sample message below into the 'Comments' field of the web form, adding any personal observations or stories that support your comments. Note: Four questions precede the 'Comments' field; those are optional.

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 to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 771

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See below.

Topic Question 2:
See below.

Topic Question 3:
See below.

Topic Question 4:
See below.

Comments: Dear Superintendent Vela,

I have copied the message below from an advocacy website. I believe in everything that they have stated because back in 1999 I had the pleasure of experiencing many moose along the Moose Wilson Road Corridor every day of my 3 day stay at a Grand Teton campsite. I had previously travelled to Maine and Alaska to see moose but did not get that wonderful experience until this corridor. It is one of my most memorable moments to this day! That is and should remain the main focus for this site.

Therefore, I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that

unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 772

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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kailua-koa, HI 96740
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Aloha Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided. Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. Thank you.

Topic Question 2:

Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Comments: My love and support for our national parks comes from a childhood of visiting them, learning from them, feeling deeply what's important to our nation in nature and culture.

I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 773

Author Information

Keep Private: No
Name: Dee S. Varnon
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Springfield, OR 97477-2393
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Dee S. Varnon

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 774

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
topanga, CA 90290
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

As a professor of biology for more than 30 years, author of over 180 peer reviewed articles cited more than 18,000 times, and Fellow of the American Academy of Arts and Sciences, I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 775

Author Information

Keep Private: No
Name: Martha B. Hufnagel
Organization:
Organization Type: I - Unaffiliated Individual
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Freenold, NJ 07728
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

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Sincerely,
Martha B. Hufnagel

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 776

Author Information

Keep Private: No
Name: Martin L. Konrad
Organization:
Organization Type: I - Unaffiliated Individual
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Bridgewater, NJ 08807-2115
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 777**

Author Information

Keep Private: No
Name: Kerry Lehmborg
Organization: Miss
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Biloxi, MS 39532
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 778

Author Information

Keep Private: No
Name: Richard Ellison
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98115
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
The strategy should be to maximize protection of sensitive wildlife species. Increased human intrusions by noise, vehicle traffic, pollution, etc have a negative impact on wildlife and any "wilderness" experience

Topic Question 2:
Minimize human impacts by limiting vehicle traffic

Topic Question 3:
Shuttle buses, seasonal closures, and other public transportation alternatives should be examined.

Topic Question 4:
The Grand Teton area is an exquisite treasure that must be protected from overuse.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 779

Author Information

Keep Private: No
Name: Gina Obrien
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Bastrop, TX 78602
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E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
Stop killing wolves.

Topic Question 2:
Stop killing wolves.

Topic Question 3:
Stop killing wolves.

Topic Question 4:
STOP KILLING WOLVES.

Comments: STOP KILLING WOLVES.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 780

Author Information

Keep Private: No
Name: James Lukas
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Greenwood, IN 46143-8460
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

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Topic Question 3:

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Topic Question 4:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments: The Grand Teton Wildlife corridor must be protected as much as possible!

This is an amazing area deserving the utmost in protections.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 781

Author Information

Keep Private: No
Name: Esther Juhl
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Berlin, UN 13599
DEU
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 782

Author Information

Keep Private: No
Name: RUSSELL W. EVERETT
Organization: HOMO SAPIAN
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

THE ONLY STRATEGIES THAT SHOULD BE PUT FORWARD ARE THOSE THAT BETTER PROTECT "ALL" THE WILDLIFE AND ENVIRONMENT THAT HAS AND IS THE REAL PURPOSE OF THE NATIONAL PARK SYSTEM. TOO MANY SPECIAL INTERESTS AND NON THINKING PARK PARTICIPANTS HAVE GAINED CONTROL OF UNIQUE AND SINGULARLY AVAILABLE, IRREPLACEABLE GODLY SPACES FOR THEIR OWN JOYS. WHY AREN'T GOVERNMENT OFFICIALS INTELLIGENT ENOUGH TO "KNOW" THAT THESE AREAS ARE THEME PARKS, DISNEY LANDS, OR WATER WORLDS, SKI LODGES, ETC. THERE NEVER SHOULD A NEED FOR "STRATEGIES" OR "ALTERNATIVE" TO DECIDE THE AMOUNT OF DAMAGE THAT'S DONE TO THE ORIGINAL AND PRIMARY PURPOSE OF THE NATIONAL PARK'S PURPOSE.

Topic Question 2:

NO STRATEGIES SHOULD BE CONSIDERED OR IMPLEMENTED EXCEPT THOSE THAT IMPROVE THE ENVIRONMENTAL CONDITIONS FOR THE WILDLIFE AND ENVIRONMENTAL CONDITIONS CONDUCIVE TO THE HIKING AND PHOTOGRAPHY AND ESPECIALLY THOSE THAT NATURALLY BENEFIT WILDLIFE, NATURAL WATER AND FOLIAGE USED BY ALL FORMS OF LIFE. FIRE THE MORONS WHOSE IGNORANCE AND SALARIES CREATE CONDITIONS THAT MANDATE THESE IDIOTIC "PLANS"!!!!!!

Topic Question 3:

FIRE EVERY UNINTELLIGENT MORON, FINANCIAL INFLUENCE AND IMMORAL POLITICIAN THAT FORCES THIS CONDITION TO EXIST, REQUIRING THIS CONTINUED DEGRADATION OF "OUR" NATIONAL PARKS. EXTINCTION IS FOREVER.

Topic Question 4:
NONE!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 783

Author Information

Keep Private: No
Name: Mary L. Zack
Organization:
Organization Type: I - Unaffiliated Individual
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Worthington, OH 43085
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 784

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Grosse Ile, MI 48138
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 785

Author Information

Keep Private: No
Name: Mark Garcia
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lorain, OH 44052
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 786**

Author Information

Keep Private: No
Name: Kay Warren
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

L.eave what is left of our wildernesses wild!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 787

Author Information

Keep Private: No
Name: Maggie Davidson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Pompano Beach, FL 33060
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Maggie Davidson

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 788

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Calabasas, CA 91372
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 789

Author Information

Keep Private: No
Name: Jane Dowton
Organization:
Organization Type: I - Unaffiliated Individual
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Walsenburg, CO 81089
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 3:

Is there a way to build a roadway farther away from this area that could handle traffic that is not there specifically for sight seeing?

Topic Question 4:

Protecting our wildlife is so important and protecting the delicate wild lands for ecological health.

Comments: Dear Superintendent Vela,

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Sincerely,

Jane Dowton

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 790

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Pollock Pines, CA 95726
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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 4:

The N.P.S. is responsible for the protection of National Parks, their wildlife, and habitats. No improvements should be made that in any way detracts from the park experience for visitors from anywhere in the world, at any National Park. Concerns for local populations needs must be addressed with the absolute minimum, or no effect to a Park. They belong to us all.
FRACKING MUST NOT BE ALLOWED! in any Park.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 791

Author Information

Keep Private: No
Name: Frank J. Perruccio
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Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Chantilly, VA 20151-1325
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 792

Author Information

Keep Private: No
Name: H.L. CHRIS CHRISSOS
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park.

FROM MY PERSONAL EXPERIENCE AS A MEMBER OF THE ZONING BOARD OF APPEALS, I CAN ATTEST TO THE FACT THAT THE MORE DEVELOPMENT THERE IS, THE MORE DEVELOPMENT COMES, AND WITH IT, MORE CARS. THE MORE CARS, THE MORE WILDLIFE SUFFERS.

I LIVE IN A RATHER RURAL AREA WHERE PEOPLE COME AND GO, BUT ON FRIDAY AND SATURDAY (NIGHTS ESPECIALLY) THEY OFTEN GO OUT AND MIGHT HAVE A DRINK. ON SUNDAY MORNING THE ROADS LOOK LIKE A WAR. THE WILDLIFE IS SLAUGHTERED AND LYING BLOODY ON THE TAR. EVEN THE CARRION FEEDERS DON'T STAND MUCH OF A CHANCE.

I CAN REMEMBER VISITING A NATIONAL PARK AT THE CRACK OF DAWN TO SEE BATS FLY OUT OF THERE CAVE. AS I APPROACHED THE PARK WITH NOT A SINGLE CAR OR HOUSE AROUND, I SAW DEAD IN THE ROAD, A COYOTE. YES, THERE ARE PLENTY OF COYOTES, BUT THAT ISN'T THE POINT. THE POINT IS, EVEN DRIVING THROUGH THIS REMOTE AREA WITH THE ONLY DESTINATION THE PARK AND THE CAVE, PEOPLE STILL CAN'T BE TRUSTED TO DRIVE REASONABLY AND WATCH OUT FOR ANIMALS IN THEIR OWN HABITAT.

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 793

Author Information

Keep Private: No
Name: Thomas S. Weisner
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 4:

I visit this region and I want my grandchildren to visit it in as undeveloped condition as absolutely possible.

Comments: Dear Superintendent Vela,

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 794

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Fort Collins, CO 80521
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
Meadowbrook

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 795

Author Information

Keep Private: No
Name: Anne Stephens
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Charlotte, NC 28269
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 796**

Author Information

Keep Private: No
Name: Rosemary French
Organization:
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Reno, NV 89513
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Keep traffic and commercialism under strict control in order to protect wildlife and the environment.

Topic Question 4:
Please take extraordinary care to protect and preserve natural resources for u upcoming generations.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 797

Author Information

Keep Private: No
Name: david hollister
Organization: n/a
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
st pete beach, UN 33706
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 2:
[REDACTED]

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

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 798

Author Information

Keep Private: No
Name: Mary Lyda
Organization:
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Address:
Cave Junction, OR 97523
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 799

Author Information

Keep Private: No
Name: Tobin B. Jacobson
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Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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Correspondence Information

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 800

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Marshall, TX 75672
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Thank you.

Rael Nidess, M.D.
Marshall, TX

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 801

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 802

Author Information

Keep Private: No
Name: Robert McFarland
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Los Alamos, NM 87544-2088
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 803

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 1:

The alternatives that assure the protection of wildlife and the flora. Speeding through any of this area should not be the goal, so the use of gravel instead of tar is preferable. A well thought out shuttle system is a better alternative than increasing car capacity, but population limits should also be imposed. They certainly are in other sensitive natural areas all over the world, and the Tetons deserve this kind of zealous protection.

Topic Question 2:

Any "improvement" to traffic (road) facilities that could possibly disturb the migration of the elk or other indigenous animals or that would overuse the flora system.

Topic Question 3:

Population control.

Comments: My late husband led climbs up the Grand Teton, so this area is very special to me and our family. We would be distressed, as would he, to hear of plans that in any way would diminish the ruggedness or natural beauty of the Park. Please proceed to assure future generations of the same wilderness experience as closely as you can.

Thanks.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 804

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Thousand Oaks, CA 91360
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 805

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Orange, CA 92869
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 806

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Green Cove Springs, FL 32043
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

First and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 2:

First and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor

Topic Question 3:

First and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor

Topic Question 4:

First and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor

Comments: Dear Superintendent Vela,

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 807

Author Information

Keep Private: No
Name: Paul Meyers
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Organization Type: I - Unaffiliated Individual
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Denville, NJ 07834
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 808

Author Information

Keep Private: No
Name: Steven L. Kostis
Organization: National Parks Conservation Association
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 809

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Loveland, OH 45140
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Limit development on the road. Reduce commercial use of the area outside of NPS activities. Seasonal closures of the road and closures to through traffic at peak times

Topic Question 2:

Paving unpaved sections, adding additional paved pullouts, adding a parallel paved passageway.

Topic Question 3:

Reduce commercial activities. Lowering the speed limit on the existing road

Comments: Dear Superintendent Vela,

I am concerned that unacceptable traffic impacts and calls for increased development could disrupt the use of this area as a wildlife corridor. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. I have visited the park twice in my lifetime and driven this road slowly to enjoy the beauty and wildlife. This has rewarded me with viewing a one year old bear cub high up in a tree that looked unable to support a squirrel much less a bear, a very large bull moose, and being delayed by an industrious beaver who blocked the road by felling a tree. These are not experiences that could ever be enjoyed if this road is paved and commuter traffic rises. Please protect Grand Teton Park to maintain the original intent when the park was founded.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 810

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 1:
No comment

Topic Question 2:
No comment

Topic Question 3:
No comment

Topic Question 4:
it is necessary to accomplish the main goal of the service which is to protect those areas under its charge so as to preserve them for creatures and, under no circumstances, serve the greed of the special interests or anyone else who would reduce the elegance of mother nature and her creatures. These parks and preserves were established so as to retain their character for posterity, and not the use of greedy entrepreneurs. This must not happen now or ever.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 811

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Brooklyn, NY 11204
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 812

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Chicago, IL 60646
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 4:

Whatever you do, whatever can be done, must be done because our children are losing confidence in this world they find themselves a part of. When they lose confidence they become potentially dangerous to themselves or others. Please stand up, and do what it takes to preserve this wonderful wildlife that reassures us about the beauty and exoticness of our planet.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 813

Author Information

Keep Private: No
Name: Pat CuvIELlo
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Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 814

Author Information

Keep Private: No
Name: Jesse Lyne
Organization:
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Address: [REDACTED]
Madison, WI 53704
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Option D seems best to me. Access that is safe and protective for all plant and animal life!

Topic Question 2:

Complete closure seems unnecessary to me to accomplish the above. However, if the NPS feels the ecosystem along the road is too fragile, I'd like to see them err on the side of protection over access but I don't believe that is necessary.

Comments: Thanks for all your hard work NPS!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 815

Author Information

Keep Private: No
Name: Irving B. Spokony
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Address: [REDACTED]
Lake Alfred, FL 33850
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Stop taking trees in our National Parks for logging.
The Birds and other wildlife need this for living.

Topic Question 2:
Ban the use of snowmobiles and ATVs so that the natural resources can be preserved.

Topic Question 3:
No.

Topic Question 4:
None

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 816

Author Information

Keep Private: No
Name: David Osterhoudt
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 817

Author Information

Keep Private: No
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Organization:
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Darien, IL 60561
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Thank you.
Barry Adler

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 818

Author Information

Keep Private: No
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Towson, MD 21204
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 819

Author Information

Keep Private: No
Name: Kenneth A. Liesche
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Kansas City, KS 66106
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

Ken Liesche

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 820

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Glen Allen, VA 23059
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 821

Author Information

Keep Private: No
Name: Jean M. Carrigan
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Berryville, VA 22611
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

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Topic Question 2:

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Topic Question 3:

Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 4:

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

The pressure from commercial interests such as gas, oil and mining can destroy much of our wilderness and open space, not too mention water resources.

We need to preserve our public lands as places of rest, renewal and sanity for humankind.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 822

Author Information

Keep Private: No
Name: James D. Sullivan
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
none
Santa Cruz, CA 95060
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you and best regards,

Jim Sullivan

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 823

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Portland, ME 04102
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Protecting wildlife and the natural landscape should be paramount. Open space and congestion-free areas are dwindling in our country. We should at least do our best to take action in areas of natural parks and lands bordering natural parks.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks, a one time winter resident of Jackson, Wy and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 824

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Pompano Beach, FL 33062
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
The amount of traffic must be reduced.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 825

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Pollock Pines, CA 95726
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 826

Author Information

Keep Private: No
Name: Dorota Kolodziejczyk
Organization:
Organization Type: I - Unaffiliated Individual
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BROOKLYN, NY 11218
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 827

Author Information

Keep Private: No
Name: Robert T. Doles
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Franklin, IN 46131
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 4:

The powerful, privileged and commercial interests seem to often hold sway over the interests of the less powerful, less privileged less financially fortunate. The latter are the ones who are most reliant on national parks for recreational enjoyment. As I understand the issue, commercial development would greatly diminish the possibility of enjoyment of future wildlife and wilderness experience in the area in question. Many elements of our natural world are irreplaceable. Money speaks with a loud voice. Please hear the voice of the "common man" and the voice of future park visitors as you make your determination.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 828**

Author Information

Keep Private: No
Name: Jan S. Emerson
Organization:
Organization Type: I - Unaffiliated Individual
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New York , NY 10032
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Reducing traffic, preventing further road development, to protect wildlife and their habitat for future generations

Topic Question 2:
opening or developing roads or increasing traffic even more because it would endanger wildlife and their habitat

Comments: I love our national park system. I have been lucky enough to hike through or view many of them. They are one of our greatest treasures. I ask that you protect the Moose-Wilson Corridor as one of those treasures. Please do not allow increased traffic or development that would endanger the wildlife and the wilderness and thus limit enjoyment of this amazing resource for us and future generations. Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 829**

Author Information

Keep Private: No
Name: Kathy Keating
Organization: Ms.
Organization Type: I - Unaffiliated Individual
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Woodbridge, NJ 07095
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 830

Author Information

Keep Private: No
Name: Stacey Remick-Simkins
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Fairfax, VA 22031
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 831

Author Information

Keep Private: No
Name: Garry J. Holt
Organization:
Organization Type: I - Unaffiliated Individual
Address:
El Paso, TX 79922
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Sharon Mader
Grand Teton Program Manager

P.S. See for yourself what's at stake in the Moose-Wilson road corridor in this Park Service video.

Share this on Facebook Share this on Twitter

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 832**

Author Information

Keep Private: No
Name: Eileen Levin
Organization:
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Minnetonka, MN 55343
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E-mail: [REDACTED]

Correspondence Information

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

Topic Question 1:
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Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 833**

Author Information

Keep Private: No
Name: Jessica Abrams
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Los Angeles, CA 90004
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 834

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Santa Clarita, CA 91387
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 835

Author Information

Keep Private: No
Name: Nancy Smith
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
San Diego, CA 92106
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

Nancy Smith

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 836

Author Information

Keep Private: No
Name: Camille Gilbert
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Santa Barbara, CA 93101
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 837

Author Information

Keep Private: No
Name: Carol Ohlendorf
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bradenton, FL 34202
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See below comment

Topic Question 2:
See below comment

Topic Question 3:
See below comment

Topic Question 4:
See below comment

Comments: Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park

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

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Thank you.

Sincerely,
Carol Ohlendorf

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 838

Author Information

Keep Private: No
Name: Dorothy Foster
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Topeka, KS 66614
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

This is a difficult situation, with many people wishing to use and see the roads and wildlife who need their habitat free of invasion. Wildlife must be put first.

Topic Question 2:

Seasonal closing of roads and/or parks could help keep both the habitat and the plants and animals in healthy condition. Limiting the number of car and people entering would also help.

Topic Question 3:

NA

Topic Question 4:

see below

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 839

Author Information

Keep Private: No
Name: Carrie E. Cammarano
Organization: 1988
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
RYE, NY 10580
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
101 FOREST AVE

Comments: Grand Teton Moose

[Click Here to Send Your Comments!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Carrie,

Park visitors may not always remember the name of the road, but they certainly remember their once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers often seen just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park.

Over the past ten years, however, this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. Now, the National Park Service (NPS) is facing demands for even more development within the road corridor. NPS must put together a plan that best protects park wildlife and

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

its core habitat, visitor solitude, and the unique historic character of this corridor.

Park managers are developing a plan that will shape the future of this critical landscape, but powerful special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources. Please lend your voice to support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

As part of a two-year process to develop the 'Moose-Wilson Road Comprehensive Management Plan', preliminary alternative scenarios were proposed for addressing vehicle, recreational, and pedestrian traffic while still protecting the area's unique wildlife, biology, and cultural history. Your comments will be used to develop their Environmental Impact Study in 2015. Some ideas within the park's proposal will lead to increased protection for park resources, while others will contribute to a decline of the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

Take Action: Tell Grand Teton National Park Superintendent David Vela to first and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Here's how to submit your comments to Superintendent Vela.

Step 1: Go to <http://parkplanning.nps.gov/commentForm.cfm?documentID=60898> and carefully follow the form instructions.

Step 2: Please submit your comments by copying and pasting the sample message below into the 'Comments' field of the web form, adding any personal observations or stories that support your comments. Note: Four questions precede the 'Comments' field; those are optional.

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 to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 840

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Bexley, OH 43209
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 841

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Snohomish, WA 98290
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 842

Author Information

Keep Private: No
Name: Thomas R. Holley
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
#4004
Albuquerque, NM 87111
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road would be positive steps. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road would be moving in the right direction.

Comments: Dear Superintendent Vela,

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plan that ensures shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 843

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Pittsburgh, PA 15237
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Paul N. Woessner

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 844

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Santa Maria, CA 93454
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

I support any plan that maintains or extends the natural environment, which means I am in favor of fewer roads, less access for any kind of vehicle and less ease of access for people. I support this approach because we have enough paved and leveled places in this country on which people who think fun always involves speed and noise to have their fun. What we do not have is enough wilderness, where animals and plants exist as they do in nature and where people who want to enjoy such beauties can enjoy them without the interruption of the kind of people who will go only 100 feet from a parking lot.

Topic Question 2:

I oppose any plan or part thereof that destroys any part of the natural environment or puts into the natural environment any road or path that allows any sort of vehicle into any wilderness area. Wild places are only wild places when they are left wild. Alteration for the convenience of the public turns wild places into parks. We have lots of parks already.

Topic Question 3:

The strategy that involves the least human interference is the best strategy.

Topic Question 4:

Making wilderness safe and accessible to humans destroys the wilderness. Don't do it.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 845

Author Information

Keep Private: No
Name: Kim S. Wemer
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Grinnell, IA 50112
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 846

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Sun Valley, CA 91352
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 847

Author Information

Keep Private: No
Name: Valerie Ashley
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Oak Hill, VA 20171
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 848

Author Information

Keep Private: No
Name: ellen j. dorfman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Olympia, WA 98501
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
this is for all answers. ok? thank you
Dear Superintendent Vela,

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Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 849**

Author Information

Keep Private: No
Name: Nee Eagle
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Brooklyn, NY 11204-5218
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 4:
I think whatever you can do to reduce people and traffic in the park is the kindest thing you can do for the animals

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 850

Author Information

Keep Private: No
Name: Clarence Sanders
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bozeman, MT 59715
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Priority for the Moose-Wilson road should focus on reserving it as a recreational thoroughfare. Thus, efforts should be undertaken to reduce commercial vehicle travel on the Moose-Wilson road.

Topic Question 2:

Any increase in development, or commercial and non-recreational use, of the Moose-Wilson road would frustrate the NPS management imperative and statutory mandate.

Topic Question 3:

As noted steps should be taken to reduce commercial and non-recreational use of the Moose-Wilson road.

Topic Question 4:

Don't compound problems by developing the Moose-Wilson road into a high speed thoroughfare for the speed-obsessed motorists. Speed limits must be kept low and Moose-Wilson road should not be widened or developed. (The speed obsessed are the same people that now make auto travel on the Gallatin Canyon Highway tantamount to taking your life in your hands.) If NPS can successfully preserve and restore the Moose-Wilson road as a recreational artery, then the same attention and effort should be directed at the Gallatin Canyon Highway. In case of Gallatin Canyon Highway this can be easily accomplished by requiring that semi-trucks and other commercial through-traffic use nearby Interstate 15. NPS should also negotiate with Montana authorities to reduce speed limit on the Montana section of the Gallatin Canyon Highway.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 851

Author Information

Keep Private: No
Name: Nancy brt
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Lincoln, NE 68503
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 852

Author Information

Keep Private: No
Name: Robert N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Grand Prairie, TX 75052
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

I contacting you regarding the Moose Wilson Road. I am concerned about over development of this corridor.

Topic Question 2:

I do not like the idea of a busy commercial corridor. This would distract from the parks mission to create a quiet wildlife viewing corridor.

Topic Question 3:

Season closures should be considered, and no development should be allowed in undisturbed areas.

Topic Question 4:

Thanks for the opportunity to express my opinions.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 853

Author Information

Keep Private: No
Name: Robert Lawrence
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
San Francisco, California 94118
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 854

Author Information

Keep Private: No
Name: Jennifer Victor
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Decatur, GA 30033
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Only those strategies that maintain the current level of development should be implemented. The chances for solitude, animal observations, and wild scenery should be maximized.

Topic Question 4:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 855

Author Information

Keep Private: No
Name: Jeanne Chisholm
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bethesda, MD 20817
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Jeanne Chisholm

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 856**

Author Information

Keep Private: No
Name: Robert W. Cowley
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Newport, RI 02840
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

As someone who once worked on a trail crew in the Grand Teton National Park, this is an issue that concerns me greatly. In 1952, the park didn't face such problems. Moose was, basically, the ranger station and a single general store that happened to cater to tourists. Up in the mountains where I worked, you could go for days without seeing a single visitor. No longer, I gather. That can be both a blessing and a problem. Parks like the Teton are for people, after all. But they should also be for the wildlife that inhabit what should be largely open and undisturbed spaces. That is something that I hope never changes.

Robert W. Cowley

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 857

Author Information

Keep Private: No
Name: Frank A. Brincka
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Sussex, NJ 07461
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See comments below.

Topic Question 2:
See comments below.

Topic Question 3:
See comments below.

Topic Question 4:
See comments below.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Frank A. Brincka

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 858

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
ventura, CA 93004
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 859

Author Information

Keep Private: No
Name: Alan Papsun
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Stockbridge, MA 01229
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As an appreciative though infrequent visitor to the park I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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As a landscape that is owned by, cherished, and enjoyed by people from across the United States it is important that Grand Teton be protected for all, not only serve the residents of the local community.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 860**

Author Information

Keep Private: No
Name: Veronica Koch
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Portsmouth, OH 45662
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 861**

Author Information

Keep Private: No
Name: Thomas S. Malone
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Two Harbors, MN 55616
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Save the Tetons. I lived there for 28 years forced out by rich folk.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 862**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Phoenix, AZ 85018
USA
E-mail:

Correspondence Information

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

Correspondence Text

No Correspondence Text Found.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 863

Author Information

Keep Private: No
Name: Donna D. Mayo
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Belmont, MA 02478
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States. I have been there twice and its beauty and peace and quiet stay with me every day. I hope that it will remain that way so that I can enjoy it again when I next venture to the Grand Teton area.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 864

Author Information

Keep Private: No
Name: Angela Black
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: Long Beach, CA 90805
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.
Angela Black

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 865

Author Information

Keep Private: No
Name: Jonathan C. North
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Niskayuna, NY 12309
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Limit car and other vehicle transportation in Park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 866

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Milwaukee, WI 53211
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 867

Author Information

Keep Private: No
Name: Wendy Burgess
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Park Ridge, IL 60068
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 868

Author Information

Keep Private: No
Name: Dave Griswold
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Miami, FL 33179
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Dave Griswold

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 869**

Author Information

Keep Private: No
Name: Stan Styers
Organization:
Organization Type: I - Unaffiliated Individual
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Greensboro, NC 27408
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Correspondence Information

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

Correspondence Text

Having visited the Grand Tetons numerous times and found the Wilson Road corridor to be the best way to see wildlife, I encourage the prioritization of that activity in any planning you do

Thanks!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 870

Author Information

Keep Private: No
Name: george r. Weiter
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

first and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 2:

this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. the National Park Service (NPS) is facing demands for even more development within the road corridor. NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Comments: Dear Superintendent Vela,

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

george weiter

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 871

Author Information

Keep Private: No
Name: DIANE M. WINKLER
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.
Diane Winkler

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 872

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Warren, MI 48088
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 873

Author Information

Keep Private: No
Name: Wm Schultz
Organization:
Organization Type: I - Unaffiliated Individual
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whitefish, MT 59937
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 874**

Author Information

Keep Private: No
Name: Elaine -. Kurpiel
Organization:
Organization Type: I - Unaffiliated Individual
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Coatesville, PA 19320
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Since the land belongs to the people and must be protected, I would support a limited number of vehicles on a daily basis; no heavy trucks; no vehicles allowed such as snow mobiles; no vehicles in park after dusk.

Comments: I cannot stress the importance of keeping the land and all of the inhabitants of Grand Teton healthy and protected and able to increase their families. The land is not made for cars, RV's, heavy trucks or any noise creating recreational vehicles. If we continue to allow the present situation to continue, we will have nothing. Please do the job needed to protect.

thank you.
Elaine Kurpiel

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 875

Author Information

Keep Private: No
Name: Shauna Stevens
Organization:
Organization Type: I - Unaffiliated Individual
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Spring City, UT 84662
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 876

Author Information

Keep Private: No
Name: Theresa Tober
Organization:
Organization Type: I - Unaffiliated Individual
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Bismarck, ND 58504
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Cut down on current traffic either by using buses to transport people to the park or develop another road to direct busy through traffic.

Topic Question 2:

Increasing the volume of vehicles will defeat any proposal. The volume has doubled over the last ten years. Measures have to be taken to slow down the volume of traffic or allow underpasses for the safe crossing of animals.

Topic Question 4:

We are letting the minority dictate for the majority in our country and it has to stop. There is no reason that through traffic needs to use this roadway. Develop other roads to allow traffic that is not going to the park to go around or bypass. We need to protect our parks and grasslands so future generations may enjoy the outdoors and wilderness.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 877

Author Information

Keep Private: No
Name: Charlotte Prch
Organization:
Organization Type: I - Unaffiliated Individual
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Fountain Valley, CA 92708
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Topic Question 2:

Maintain the park in its current state. There is NO NEED for further development. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts. Use of a bus system should not be an also use to the current traffic. Either have a shuttle or keep the road in its current state.

Topic Question 3:

No further roads are needed.

Topic Question 4:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided. Those areas that have been developed need to be continuously monitored to ensure minimum impact on the flora and

fauna of the Tetons.

Comments: Grand Teton is a gift to the residents of the local community; but it is more than that it is a landscape that is owned by, cherished, and enjoyed by people from across the United States.

As a visitor several years ago I was enchanted by the beauty of the Grand Tetons and the abundance of wildlife that is protected there. That wildlife NEEDS to be continually protected from exploration for sources of energy and the enormous damage that can result from unrestricted mining, drilling and extraction technologies.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 878

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Metairie, LA 70003
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Sincerely,

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 879

Author Information

Keep Private: No
Name: Kelly D. Hogue
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Greenwood, IN 46142
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 880**

Author Information

Keep Private: No
Name: Jennifer Wyatt
Organization: Human and Citizen
Organization Type: I - Unaffiliated Individual
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Mountlake Terrace, WA 98043
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 881

Author Information

Keep Private: No
Name: Gregory Esteve
Organization:
Organization Type: I - Unaffiliated Individual
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Lake Wales, FL 33898
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 882

Author Information

Keep Private: No
Name: Jared Cornelia
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Wilmington, DE 19804
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 883

Author Information

Keep Private: No
Name: Hugh Moore
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
San Diego, CA 92117
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 884**

Author Information

Keep Private: No
Name: EDWARD C. Palkovic
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Organization Type: I - Unaffiliated Individual
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SAINT CLOUD, FL 34772
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
WHY IS THE PARK INDANGER?

Topic Question 4:
I AM NOT SURE ABOUT WHAT PLANS ARE IN PLAY. I AM NOT CLEAR ABOUT WHAT IS REALLY GOING ON
I CAN ONLY SAY I HAVE BEEN TO THE GRAND TETONS AND WAS FOREVER CHANGED BY ITS MAGNIFICENT GRANDURE AND BEAUTY. WE EVEN TOOK A DAY HORSE TRIP THROUGH THE MOUNTAINS AND I WILL NEVER FORGET ITS BEAUTY.
SPECIFICALLY WHAT IS THE MAIN THREAT?

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 885

Author Information

Keep Private: No
Name: Michele Skeele
Organization:
Organization Type: I - Unaffiliated Individual
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Hendersonville, NC 28739
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Plans to lessen traffic, not increase it, by means of a one-way road or bicycle/pedestrian route would be my first choices. This allows for a quiet environment for both wildlife viewers and wildlife.

Topic Question 2:

Any widening of the road or plan which supports increased vehicular traffic flow would be detrimental to wildlife and the character of the area.

Topic Question 4:

The national parks are not defined as multi-use public lands like the national forests. Preserving them as national jewels and critical wildlife habitat is the best plan we could have.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of our national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this and other roads and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. There are many other main transportation arteries that can be used by the general public for roadside viewing.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park

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

destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 886

Author Information

Keep Private: No
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Organization: NPCA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 887

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 888**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Please do everything possible to maintain the area as closely as possible to its original look and purpose.
"America's best idea needs to be protected for it's original purposes. Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 889

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 890

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 891

Author Information

Keep Private: No
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Correspondence Information

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Contains Request(s): No Type: Web Form
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Correspondence Text

To reduce traffic is easy.

Provide an alternate route that bypasses the area (goes around it) and have a high speed limit.

In sensitive areas have a low speed limit, that way tourists and local will still come and be able to get where they are going, but others will be able to quickly skirt the area.

--

Possibly increase the wildlife area by converting some of the BLM lands nearby to forest and discontinue the leasing of it to ranchers, etc. as the leases expire (run out).

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 892

Author Information

Keep Private: No
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Organization: National Parks Cons. Assn
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

Whatever changes you are planning to make in the Park, please remember that first and foremost the Grand Teton National Park has a combination of rare and unique wildlife that is nowhere else. and a unique cultural history and quiet recreational areas along the Moose-Wilson corridor. The whole area is like a great outdoor living museum. Please do not make any changes that will destroy these special primitive areas. It is as important as preserving the Smithsonian Institute, and any other special things connected to our history. Do not take away the public's right to enjoy them. Thank you. Marion Barry

Topic Question 2:

Heavy equipment and an abundance of workers destroys things and takes away rather than enhances wild places.

Topic Question 4:

Just listen to all concerned and work with the National Park Service. The Park Service knows the Park well.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 893

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

As a lover of our National Parks, I believe that protection of the landscape, its wild denizens and their habitat is the most important quality for human enjoyment of our Parks. The Moose Wilson Corridor is a road that already serves an enormous population of humans moving through. More development or additions would be too much of a sacrifice. As well other routes that penetrate the Park would have deleterious effect on the quality of the Park. This corridor should not be used for commuting but for one way through traffic only.

Topic Question 2:

From what I gather, there is growing pressure placed on this road and it needs to be funneled to another area. The Park is the most important thing and traffic is secondary. Traffic control plans to minimize traffic should be of top priority. Any plans should first consider the needs of your wildlife. It is the beauty of the land and its wildlife that families want to see. It is so incredibly valuable. Children see tons of cars, traffic, pavement, litter, but rarely see a moose.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 894

Author Information

Keep Private: No
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Monterey, CA 93940
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Topic Question 3:

One Square Inch of Silence is a book that discusses noise pollution. We need to ensure noise pollution is addressed.

Topic Question 4:

I love these parks and visit regularly. Please protect their beauty and natural character.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 895

Author Information

Keep Private: No
Name: LOISJ. KINNEY
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The first consideration is the wildlife in the given Parks. That is why we visit the park, in addition to the natural beauty. They are an integral part of the completeness of the Parks. They should be given a corridor in which to survive.

Topic Question 2:

This is important for future generations to come.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 896

Author Information

Keep Private: No
Name: Wendy Wallace
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Redlands, CA 92373
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 897

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Colfax, WI 54730
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
9750 30th St.

Comments: Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 898

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 899

Author Information

Keep Private: No
Name: Mala N/A
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San Diego, CA 92119
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Although nature should be open to everyone, with the sheer numbers of visitors entering our parks daily, we do need to monitor and control how many people are allowed into our public lands on a daily basis! Sadly, we are having this same problem in our city at a local open space hiking area...and it is being "loved to death"! There is a fight going on between our personal freedom to use the park, vs. the damage that is being incurred (so that future citizens may not have a park to go to). So - bottom line - we need to have limits for how many people enter our parks each day, and also small fees are not unreasonable to charge for the basic upkeep and maintenance.

Topic Question 2:

Again...Bottom line: Charge reasonable fees and LIMIT the number of people and vehicles (i.e. busses and personal use) allowed to enter ANY public lands.

Topic Question 3:

I think that this is the bottom line. Parks should be "open" to the public, but w/permits and limitations!

Topic Question 4:

Education! People need to be taught that their mere presence in these open areas can and do cause harm to the vary thing they want to enjoy!

Comments: Thank you for doing this...

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 900

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of the Moose-Wilson Road.

Greatly increased levels of commuter and commercial traffic, hav created high traffic volume along the corridor and increased conflicts with wildlife. Protecting park wildlife will require a reduction of vehicle traffic. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. The park service should develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 2:

The Park Service should prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. Further development should be discouraged, and commercial and commuter traffic along the road should be reduced, if not eliminated. Anything that encourages such traffic does not address the need for the plan.

Topic Question 3:

You should prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism.

Topic Question 4:
see below:

Comments:
Dear Superintendent Vela,

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 901

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 902**

Author Information

Keep Private: No
Name: Mark R. Wirth
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98102
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
I've been on that road back in the 80s. If it's as bad as you've indicated, there needs to be a way of limiting the amount of visitors along it. Possibly a toll would discourage some visitors.

Topic Question 2:
I believe making it easier to access it will make it worse.

Topic Question 3:
I can't think of any offhand.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 903**

Author Information

Keep Private: No
Name: Kelly Choi
Organization: COTA, Inc
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Address Line 2
Madison, NJ 07940
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 904

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Tucson, AZ 85711
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 905

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Wellington, FL 33414
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
Reduce road usage.

Topic Question 2:
By allowing road improvements.

Topic Question 3:
Reducing traffic by not allowing road improvements in order to stop new development.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 906

Author Information

Keep Private: No
Name: Merideth K. Genin
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
New York, NY 10009-6678
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 907

Author Information

Keep Private: No
Name: Alan Ticotsky
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lexington, MA 02421
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Parks should remain as wild as practical to preserve ecosystems and natural formations.

Topic Question 2:
Building new roads will be harmful to the well being of park fauna, especially large mammals like moose.

Topic Question 3:
Not sure.

Topic Question 4:
See below. Thanks for your stewardship of our parks.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 908

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
SEATTLE, WA 98117
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

I don't know, haven't thought about it. I just hope there is some brainwork - humane brainwork - on keeping and sustaining as much wildlife and parks we have. Today money is making everyone (corporations) just nuts, and how can we top this poison? How can we balance a healthy economy against the bloated few that only want to get at the expense of Nature? Without Nature, man is sick, emotionally unhealthy. We need as much as we can get EVERYWHERE - in the cities - green, green, green everywhere!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 909

Author Information

Keep Private: No
Name: Elizabeth J. Connor
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
San Juan Capistrano, CA 92675
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Restricted vehicle access combined with shuttle service to park patrons seems like the most viable and effective solution.

Topic Question 2:

No consideration should be given to any plans which include further development or encroachment in the park.

Topic Question 3:

If those creating the plan keep foremost in their minds the importance of maintaining the parks in the way that nature intended, the danger of special interests influencing the outcome will become non-existent. The choices should become self-evident.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park

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

destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism.

Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts. Perhaps you could model such a shuttle bus system upon the success shown by other parks such as Bryce Canyon in Utah. I would strongly suggest the use of electric vehicles to mitigate the environmental damage caused by gasoline emissions.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided. Truly, rather than exploring options for further development and degradation, we should be pursuing methods of preservation to ensure this majestic location is available for many future generations.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 910

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Oak Harbor, WA 98277
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

I greatly value the wildlife and scenery and I am concerned that there will be too much traffic along this road. We need to protect the wildlife and the area and the park service needs to maintain the low speed, winding road to preserve this.

Topic Question 2:

Do not develop areas that have not been developed and do not open the road year round as I think these will have negative impact on wildlife.

Topic Question 4:

I support seasonal closures of roads to limit winter disturbances of wildlife. Prioritize this road as a quiet park destination and a wildlife viewing area. Consider a one way option or the use of shuttle buses to decrease traffic impacts.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 911

Author Information

Keep Private: No
Name: Scott L. Outman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Archbald, PA 18403
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
More biking and walking access please.

Topic Question 2:
More biking and walking access please.

Topic Question 3:
More biking and walking access please.

Topic Question 4:
More biking and walking access please.

Comments: More biking and walking access please.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 912

Author Information

Keep Private: No
Name: James Columbia
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bakersfield, CA 93306
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

James Columbia

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 913**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
CRYSTAL FALLS, MI 49920
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
SPEAK IN PLAIN ENGLISH - - NO NEW ROADS OR DEVELOPMENTS OF OLD ROAD. LEAVE IT AS IS.

Comments: IT'S TIME THE NPS CONSIDER THE LONG TERM EFFECTS OF BUILDING NEW ROADS IN WILDLIFE AREAS. STOP ALL NEW ROADS - LET PEOPLE WALK, IT'S GOOD EXERCISE - THAT'S WHAT WILDERNESS AREAS ARE FOR - NOT DRIVE BYS.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 914**

Author Information

Keep Private: No
Name: JO ANN M. WRIGHT
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
FAYETTEVILLE, GA 30215
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
I THINK THE NPS HAS LOST SIGHT OF WHAT THEIR OBJECTIVES SHOULD BE - PRESERVE THE PRISTINE NATURE OF THE NATIONAL PARKS FOR FUTURE GENERATIONS. CUTTING ROADS AND TIMBER AND DESTROYING HABITAT JUST DOESN'T SEEM LIKE THING TO DO IN ORDER TO MEET THAT OBJECTIVE.

Topic Question 2:
STOP DEVELOPMENT AND PRESERVE THE PARK AS A WILDERNESS.

Topic Question 3:
STOP LOGGING INTERESTS FROM FURTHER ENCROACHMENT.

Topic Question 4:
LEAVE THE PARKS AS THEY ARE AND WHERE THEY HAVE BEEN DISTRUBED LET NATURE RECLAIM THEM. GET THE SNOWMOBILES OUT.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 915

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Roseville, MN 55113
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

I love the Grand Teton National Park and the wildlife there. Please ban ALL development that threatens this precious resource and beautiful wilderness.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 916

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Jacksonville, FL 32246
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 917

Author Information

Keep Private: No
Name: sa re
Organization: concerned citizen
Organization Type: I - Unaffiliated Individual
Address: WILD LIFE FIRST
WILD PLACES FIRST
paoli, PA 19301
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
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Topic Question 2:

Dear Superintendent Vela,

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Thank you.

Topic Question 3:

Dear Superintendent Vela,

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Thank you.

Topic Question 4:

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Comments: Dear Superintendent Vela,

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

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 918

Author Information

Keep Private: No
Name: Katy J. Whitehouse
Organization:
Organization Type: I - Unaffiliated Individual
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Cape Coral, FL 33909
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 919

Author Information

Keep Private: No
Name: Stanley C. Hoobing
Organization: individual
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Any plan that saved the beauty of the scenry, benefits the wild flowers and animals and preserves the majestic beauty of the park

Topic Question 2:

building more roads in the park

Topic Question 3:

Preservation of the majetic beauty of the park and the habitat of the native animals

Topic Question 4:

Keep snowmobilers to a very limited area

Comments: Dear Superintendent Vela,

I enjoy the magestic beauty of the Grand Teton wilderness area and would like to see it preserved, for the scenery, wildlife, and moutain peaks. Most important is not to expand or enhance the Moose-Wilson Road. The increase in vehicle traffic will be an extreme detriment to the habitat and life of the animals such as moose and other game.

Therefore, I urge you as a lover of nature and wildlife for the present and future generations do all that you can to preserve that natural beauty of this treasured national park.

Thanks for all you do in handling the affairs of the park.

Sincerely,

Stan Hoobing

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 920

Author Information

Keep Private: No
Name: Kaylyn WIngo
Organization:
Organization Type: I - Unaffiliated Individual
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Waterford, MI 48329
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 921

Author Information

Keep Private: No
Name: Reiven West
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Borger, TX 79007
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
I think the parks should be left as wild as possible.

Topic Question 2:
I don't think there need to be any more roads or buildings. This is a designated wild area. The animals need this space to live, the humans need this space to relax and commune with God and nature.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 922

Author Information

Keep Private: No
Name: Lois N/A
Organization:
Organization Type: I - Unaffiliated Individual
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San Marcos, CA 92078
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Road access should be 2-lane and strictly for sightseeing use by park visitors. Any through- or commuter-traffic should be re-routed so that it does not pass through areas where animals are likely to cross the road during the day OR at night.

Topic Question 2:

Any measure which encourages larger numbers of fast-moving vehicles on widened roads should be eliminated.

Topic Question 3:

If there are SMALL areas where roads must be widened and speed limits increased for higher numbers of vehicles, overpasses and underpasses for safe animal passage over/under these roads should be commodious and frequent so traditional animal trails are not disrupted.

Topic Question 4:

National Parks, Refuges and Monuments are intended to preserve unique areas of natural beauty and the accompanying flora and fauna in an undisturbed state. Human activity can be tolerated or encouraged AS LONG AS THE FLORA AND FAUNA ARE LEFT UNDISTURBED. Building a multi-lane, high-speed road through these areas is anathema to the whole idea of preservation.

So few areas are preserved, in contrast to so much of the US being farmed or built on. We owe it to ourselves and future generations to maintain these places in a nearly pristine condition. Commercial development of any kind has NO PLACE!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 923

Author Information

Keep Private: No
Name: Patrick Conn
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Limit motorized vehicle entry/traffic throughout the park to not interfere with the majority, if not all, of wildlife's normal migratory and social behavior

Topic Question 2:

Too much motorized traffic (meaning paved roadways, parking, etc. and high volume of the number of vehicles allowed) in general; too much interference both by vehicles and (ignorant) human users with wildlife migratory, feeding and breeding routes and locations.

Topic Question 4:

Balance human attendance (both bodies and vehicles) and activity with wildlife activity in such a way that keeps wildlife wild and healthy, their habitat viable, and human experience natural; NOT AN ATTEMPT AT BECOMING A VIRTUAL INTERACTIVE VIDEO GAME.

Comments: Balance human attendance (both bodies and vehicles) and activity with wildlife activity in such a way that keeps wildlife wild and healthy, their habitat viable, and human experience natural; NOT AN ATTEMPT AT BECOMING A VIRTUAL INTERACTIVE VIDEO GAME.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 924

Author Information

Keep Private: No
Name: Edward Loosli
Organization: The Wildlife Trust
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USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The strategy of limiting through/commuter traffic at all times is most important in the plan. The strategy of returning portions of the current roadway back to nature with an re-aligned roadway is important.

Topic Question 2:

The strategy of closing the road two days per week would not be helpful unless those two days were SATURDAY AND SUNDAY.

Topic Question 3:

A one-way road option should be considered.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development will destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route.

I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow

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

speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road right-of-way. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses would be used to decrease traffic impacts, as I do not want to add shuttles on top of increased car traffic.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

It must be remembered that Grand Teton Nat. Park is a "National Park", not a local preserve and therefore, the opinions and comments of those throughout the United States must carry the same weight as any comments coming from within Wyoming.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 925**

Author Information

Keep Private: No
Name: signe stuart
Organization: Mrs.
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santa fe, NM 87508
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Correspondence Information

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

Correspondence Text

Topic Question 4:
My concern is the encroachment of people, especially people in vehicles which disrupt the natural habitat of these wild animals.. Where is the respect, appreciation and understanding of these creatures who roamed these geographies long before humans arrived? Instead of increasing development along the road corridor, development should scale back and only buses carrying passengers be allowed in specific park areas.

Comments: see Question # 4

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 926

Author Information

Keep Private: No
Name: David T. Sherman
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 927

Author Information

Keep Private: No
Name: D Hutto-Bearé
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Summerville, SC 29485
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 928

Author Information

Keep Private: No
Name: Robert K. Schwartz
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
White Plains, NY 10607
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 929**

Author Information

Keep Private: No
Name: Thomas M. DeBoni
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Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Low speed limits and traffic calming devices, such as speed bumps, plus animal under- or over-passes with viewing areas engineered not to disturb the wildlife.

Topic Question 4:
Wildlife deserve priority over visitors! And I say that as a frequent visitor to all the national parks.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 930

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Tempe, AZ 85283
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 931

Author Information

Keep Private: No
Name: Jarl K. Jackson
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Ie support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Alternative D helps make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Topic Question 3:

No.

Topic Question 4:

None.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 932

Author Information

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Village of Tularosa, NM 88352
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 933

Author Information

Keep Private: No
Name: Douglas P. Thompson
Organization:
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Capitan, NM 88316
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Sincerely,
Doug Thompson

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 934

Author Information

Keep Private: No
Name: Teresa D. Bessette
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I write respectfully expressing my deep concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover and strong supporter of the national parks and the national park system, I place great value on the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development will disrupt and destroy these qualities we've tried so hard to protect. Whenever and where ever human footprint expands, the environment and nature always suffers. It is critical the park service maintain the low-speed, winding, gravel road to preserve natural habitats, its historic character, solitude for both wildlife and visitors, of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Respectfully,
Teresa Bessette

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 935

Author Information

Keep Private: No
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

First and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. Nature and wildlife must come first in all cases. Do not do anything that would increase road traffic.

Topic Question 2:

Any ideas that put the needs of people first. Nature and wildlife must come first. Anything that increases road traffic will only make the problem worse.

Topic Question 3:

The only people who should be allowed to use the road are people visiting the park. Other commuter and commercial traffic should be prohibited. Permits should be issued for valid use.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 936**

Author Information

Keep Private: No
Name: Terry Pavletic
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Greenfield, WI 53228
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please make wildlife protection a primary strategy.

Comments: I prefer alternative D

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 937**

Author Information

Keep Private: No
Name: Stephen Leone
Organization: U.S.Citizen
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Expediting traffic IS NOT a priority, keeping Grand Teton Park as wild as possible IS.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 938

Author Information

Keep Private: No
Name: Sheryl Finucane
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Ruther Glen, VA 22546
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Alternative D would be the best. It would allow some, but reduced motor vehicle(MV) traffic, while improving the enjoyment of the region by people who are not in MVs. Thus, the unique values of the corridor will be preserved and area wildlife will benefit, and with fewer cars, and diverse access will be encouraged.

Topic Question 2:

Gates and closures, options B and C will disallow persons from enjoying the region in or out of MVs, and increase the overall environmental burden by forcing motorists to drive an extra 50 miles to get around the closures.

Topic Question 3:

Increase transit options, and in an environmentally sensitive manner add off road pathways in strategic regions for visitors enjoying the corridor by foot or bike

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 939

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 1:

we must protect the wildlife because it as well as the scenery is what makes the park so beautiful and important to all types of people who wish to visit, as well as a moral issue to allow the animals who live there to be free of human imposition on them!

i would suggest that IF you must have traffic thru there, you line the side w/ high see thru fences and "tunnels" for wildlife to cross, UNDER the road...

Topic Question 3:

we must protect the wildlife because it as well as the scenery is what makes the park so beautiful and important to all types of people who wish to visit, as well as a moral issue to allow the animals who live there to be free of human imposition on them!

i would suggest that IF you must have traffic thru there, you line the side w/ high see thru fences and "tunnels" for wildlife to cross, UNDER the road...

Comments: we must protect the wildlife because it as well as the scenery is what makes the park so beautiful and important to all types of people who wish to visit, as well as a moral issue to allow the animals who live there to be free of human imposition on them!

i would suggest that IF you must have traffic thru there, you line the side w/ high see thru fences and "tunnels" for wildlife to cross, UNDER the road...

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 940

Author Information

Keep Private: No
Name: Mary A. Able
Organization:
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McArthur, CA 96056
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 941

Author Information

Keep Private: No
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Organization:
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Crawfordville, FL 32327
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Correspondence Information

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

Correspondence Text

Topic Question 1:
The need is to REDUCE traffic along the Moose-Wilson corridor.

Topic Question 2:
Additional traffic along the Moose-Wilson corridor would defeat the purpose of having the Park to begin with.

Topic Question 3:
Traffic should be reduced to enhance the Natural Parks purpose.

Topic Question 4:
Reduce traffic on the Moose-Wilson corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 942

Author Information

Keep Private: No
Name: H. Dennis Shumaker
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose-Wilson Road Corridor within Grand Teton National Park (GTNP). I greatly admire and appreciate all of our national parks and have always been a strong supporter of the national park system. I greatly value the wildlife, scenery, and historic values of this road in GTNP and am concerned that unacceptable traffic impacts and unwarranted calls for additional needless development could destroy these qualities. I believe that it's critical for the park service to absolutely maintain and strictly enforce the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area, much like the 45 mile per hour speed limit is strictly enforced all along the Skyline Drive and Blueridge Parkway in northern Virginia.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of all reasonable traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along this road, as well as along all National Park roads. These goals, combined with consideration of reasonable alternatives, such as a one-way road option, or temporary or permanent road closures of all or part of the road, could allow for safe pedestrian and bicycling use within the existing road prism in GTNP. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to totally limit all winter disturbance of wildlife (when these animals are under the most stress to survive) and planning alternatives that protect wildlife security

and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be totally and forever avoided.

GTNP is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by the animals that live there, and by the people from across the United States, to all of whom just as much or more consideration is owed.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 943

Author Information

Keep Private: No
Name: Andrew Lenz
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Adhering to the purpose for which national parks were established.

History of a great idea and accomplishment - out national parks.

Topic Question 4:
Can you imagine the "Going to the Sun Highway" being turned into an expressway for rapid transit through Glacier Park? No, and Teton doesn't need one either.

Comments:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate

commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States, such as myself.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 944**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Whatever stops the traffic in the area where wildlife is.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 945

Author Information

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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 946**

Author Information

Keep Private: No
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Organization:
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Vista, CA 92084
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
The annual Bison migration we encountered this past July in Grand Teton national park must be taken into account.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 947

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
Address: Lark Drive
chandler, AZ 85286
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
Lark Drive

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 948

Author Information

Keep Private: No
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Myrtle Beach, SC 29579
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 949**

Author Information

Keep Private: No
Name: Michael N. Bleicher
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Pensacola, FL 32513
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Only allow a minimal number of non-polluting businesses to keep people from being stranded if they have vehicle difficulties.

Topic Question 2:
Any manufacturing or large hotels or shopping malls. Or a large number of traveler facilities.

Comments: National Parks are one of the best inventions of our country; they must be protected not only directly, but by preserving nearby areas as much as possible.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 950

Author Information

Keep Private: No
Name: Kristine Hutchin
Organization:
Organization Type: I - Unaffiliated Individual
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Eagle River, AK 99577
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

I have been to Grand Teton National Park several times in the winter cross country skiing. It is a very special place. That's why I personally want it protected so those in the future can experience what I did and take the memory home with them.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Kristine Hutchin
Eagle River, Alaska

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 951

Author Information

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Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 2:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 3:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS

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

alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 4:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 952

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Charlotte, NC 28212
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I'm not qualified to answer these questions. The best I can do is voice my opinion/concern. National Parks are for everyone to enjoy. Congress set these lands aside to protect them, NOT to serve commercial interest. If commercial interest want a better/faster roadway to get from point A to point B, I recommend that they build it outside of the park boundaries.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

John Coon

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 953

Author Information

Keep Private: No
Name: Chance A. Rearden
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think that there should be a wildlife bridge over the existing roads, so that animals can cross without being harmed. Future roadways should also be designed to allow animals safe passage, they were here before us after all.

Topic Question 2:

I think that there should be a wildlife bridge over the existing roads, so that animals can cross without being harmed. Future roadways should also be designed to allow animals safe passage, they were here before us after all.

Topic Question 3:

I think that there should be a wildlife bridge over the existing roads, so that animals can cross without being harmed. Future roadways should also be designed to allow animals safe passage, they were here before us after all.

Topic Question 4:

I think that there should be a wildlife bridge over the existing roads, so that animals can cross without being harmed. Future roadways should also be designed to allow animals safe passage, they were here before us after all.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand

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

Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 954

Author Information

Keep Private: No
Name: Donna Marks
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 955

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 956

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Eureka, CA 95502
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Correspondence Information

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

Correspondence Text

Topic Question 1:

1. Realignment of roads to improve wildlife corridor and restore habitat: New Moose-Wilson realignment, with added parking areas for wildlife viewing , as in Alt D.
2. Reduce road intrusion of Death Canyon Rd. to White Grass Ranch junction, placing parking lot at that point as in Alt. B
3. Place either one or both 10/12 vehicle parking on Do not pave unpaved portion of Moose, Wilson, but require slow speed limit.
4. Relocate and replace Moose entrance station , create 4-way at Chapel Rd. junction to contiguous Moose-Wilson, abandon old and restore native vegetation to that section - Alt B
5. Terminate North Rd and South Road at the two separate parking lots, as in Alt B. This would reduce congestion and loss of wildlife viewing capacity and safety at mentioned peak periods.
6. Protecting and restoring as much riparian habitat is, as you present, highly important. Every portion of the road plan will, I hope reflect this priority.

What we want is to improve the wildlife corridor, as much as is possible, in order to facilitate large animal passage comfort. As you know, large mammals, from wolves to grizzlies need significant corridors without road and traffic in order to disperse, as the continuing development in the Rockies is cutting off or making difficult migratory passage for all large animals. While the issue is greater than those normally concerning National Parks, it would seem incumbent for NPS to provide what portions of the solution - wildlife corridor priority - it can.

THANK YOU for your continuing work and concern for America's wild nature in Grand Teton NP!

Topic Question 2:

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

Straightening roads, paving , and improving leads to higher traffic, and as you know, problems with Park rules enforcement.

I vehemently disagree with any choice to groom snow for xc skiing, mentioned as alternative in D. There are skis, boots, and bindings which allow for backcountry xc skiing, which are far more in tune with National Park objectives, and although not as heavily destructive to winter experience as are motorized activities, ski courses are inappropriate for actual experience fo the Natural experience of GT or every National Park.

I cannot at all agree with commercial facilitation, including that of commercial horse trips. In ALL NPs which I have visited, wilderness areas, and other public lands, these concessionaires damage trails severely, commonly build oversize camps inappropriately and unlawfully, and make considerably more noise than noncommercial users. For this reason, I would like to see all commercial use reduced in US National Parks.

Topic Question 3:

Again, I have been highly concerned for over 30 years with the damage done by horse packing on foot trails. Horse mule packing use on mountain trails is inappropriate . I strongly feel that horse use is tantamount to ORV use, and should be severely limited.

Comments: I am a twice-visitor in the last decade, and hope again to experience Grand Teton NP in the near future.

I appreciate your intent to preserve the primitive, quiet nature of the Snake/Teton riparian area, the Laurence Rockefeller Preserve, and hope you will design and plan to allow for destination visiting, rather than through vehicle traffic.

I understand the increased use, and hope that your plans will help Park visitors to truly change their perceptions by slowing, stopping, experiencing the small and larger beauties of GTNP outside their vehicles.

The USA and much of the world outside NationaL Parks is increasingly polluted by noise, building, roading, permanent pavement, loss of natural habitat, habitat fragmentation. Since many parks were established before motor vehicles, it is clear that foot traffic can allow the least damaging, least intrusive experience in large NPs. Such a management priority would help the decreasing health evident in the US citizens.

The Teton area is an important part of North-South corridor for wildlife, and I hope you will work with an eye to helping reestablish the sorely needed wildlife connectivity.

Thank you!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 957

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Martinez, CA 94553
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 958

Author Information

Keep Private: No
Name: Emily Ranson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ellicott City, MD 21042
USA
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Correspondence Information

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

Correspondence Text

Topic Question 1:

I support strategy D. I visited Grand Teton National Park in late June 2014 as part of a road trip across country and stayed in Teton Village. GTNP was the driving force to encourage us to extend our stay in Jackson to five nights, almost twice what we spent at any other place during our 5 week trip. Two days of our stay I biked the Jackson Hole pathway system, routing from Teton Village through Jackson and up into the park in order to avoid Moose-Wilson Road. I am a strong, competent cyclist who is unfazed biking through cities, winding country roads, and questionably surfaced roads. However, when I drove Moose-Wilson a previous day I made the decision that it would not be safe enough for me to enjoy. It has no shoulder with squirrely drivers who stop, speed up, and swerve for no apparent reason. When you add in a road with a surface that would be technical for a road bike, I did not feel comfortable to avoid road hazards among drivers. A separated path along this stretch is important for the safety of cyclists and pedestrians. Pedestrian and bicyclist use of this road should be strongly preferred over vehicular use because it does not impact the environment as much, is cheaper to construct and maintain, and provides consistency with the park service message: cyclists and pedestrians are experiencing nature in a more personal way than drivers behind windows and steel.

Topic Question 2:

I disagree with widening and repaving sections of the road to accommodate vehicular traffic. Even if the plan is supposed to decrease speeds (lower speed limit), a wider, smoother road will encourage higher speeds.

Topic Question 3:

Use of Moose-Wilson as a one-way road where half of the road is given to bicyclists and pedestrians

through the use of a curb or other barrier to provide a buffer area. This way the park service does not have to pave more land (road surface will have to be improved on pedestrian/bicycle side). Vehicular traffic along this section will be halved (force cars to do a loop) and pedestrian and bicycle traffic will be accommodated safely. Another option is to have the road be in-bound during a certain time and out-bound during another time.

Topic Question 4:

GTNP was the surprise favorite from our 2014 road trip. We also saw Arches, Grand Canyon, Sequoia, Yosemite, Redwoods, Crater Lake, Black Hills, Mt Rushmore, and Badlands. My traveling partners are already bugging for us to return to Jackson and spend an entire week biking and hiking.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 959**

Author Information

Keep Private: No
Name: Bert Barry
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Saint Louis, MO 63122
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 960**

Author Information

Keep Private: No
Name: Jamie Zazow
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Santa Monica, CA 90405
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Correspondence Information

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

Correspondence Text

Topic Question 1:
The alternative that will result in the least disturbance and disruption to the wildlife and flora that reside in the park, and that will enable the peaceful and quiet enjoyment of the park's natural surroundings and environment.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 961**

Author Information

Keep Private: No
Name: Lawrence H. Baldwin
Organization: retired.
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 1:

One reads about more and more wildlife being adversely affected my more and more encroachment on their habitat. If it's not roads then it's fracking and mining, removal of whole mountains! So this must be stopped.

Topic Question 2:

[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 962

Author Information

Keep Private: No
Name: Randy Smith
Organization:
Organization Type: I - Unaffiliated Individual
Address:
olympia, WA 98501
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 963

Author Information

Keep Private: No
Name: Midori A. Williams
Organization: NPCA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I wish to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. My family strongly supports the national park system. We greatly value the wildlife, the scenery, and historic values of this road and are concerned that unacceptable traffic impacts & increased development could destroy these qualities. It is crucial that the park service maintain the low speed, winding gravel road to preserve the historic character, peace, the scenery and the wildlife that inhabit this special area.

Once the Environmental Impact Study begins, please prioritize this road as a quiet park destination and wildlife viewing area; not as a busy traffic route. I hope you plan to use traffic management techniques that reduce the number of vehicles, maintain slow speeds & eliminates commercial & commuter traffic on this road. These goals, along with considering a one way road option, temporary or permanent road closures of all or part of the road would allow for safe pedestrian & cycling use within the existing road. Though the NPS alternatives mention the use of a future small shuttle system, I would hope that the NPS develops a more definitive plan that outlines how shuttles will be used to lessen traffic impacts.

I also support seasonal closures to limit winter disturbance of wildlife & plans that protect wildlife security & movement corridors from human disturbance. Of major importance is the avoidance of development in areas that have not been previously impacted.

Grand Teton National Park is not only a treasure for the residents of the local community, but also loved & enjoyed by citizens of the United States and foreign nations as well.

Thank you for your consideration.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 964

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 965**

Author Information

Keep Private: No
Name: Peter N. Zabriskie
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 1:
I'm not familiar with the preliminary alternatives

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 966

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Topic Question 1:

A wildlife corridor is needed to keep healthy access to seasonal ranges of native animals to help keep native plants and ecosystems viable. As wildlife stray into non corridor areas animals and people die in auto accidents, pet-wildlife conflicts, potential for disease spread in isolated animals endangering wildlife domestic stock (mad cow disease, lime disease)and people.

Comments: Thanks for the opportunity to comment.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 967

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please see comment below

Topic Question 2:
Please see comment below

Topic Question 3:
Please see comment below

Topic Question 4:
Please see comment below

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 968

Author Information

Keep Private: No
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Organization: Ms.
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 969

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Please hold the line to keep wildlife safe along the Moos-Wilson Road corridor. Special interests need to be held at bay. Present development is enough.

I ask you to support those ideas which protect the park's natural resources and contribute to peace, quiet and serenity for the visitors.

Thank you for your attention.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 970

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Maintaining a winding road, slow speeds, and possible use of shuttle buses in some areas to reduce traffic flow and jams could help preserve the outdoor experience for visitors and while also protecting wildlife.

Topic Question 2:

Too much development, while designed to facilitate people visiting and viewing wildlife, could become detrimental to those goals.

Topic Question 4:

Preserving the essential wild country experience, the beauty and quiet and solitude, along with wildlife protection, should be the first and foremost goals.

Comments: Dear Superintendent Vela,

I am from WA state and, with my family, enjoy visiting national parks. Grand Tetons and Yellowstone are two of our favorite destinations. That is why I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. One of the most special attributes of Grand Teton is the quiet, and that should be maintained as much as possible while still allowing for people to visit this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 971

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 972

Author Information

Keep Private: No
Name: Nina Council
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Correspondence Information

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Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We must save all of our wildlife to preserve natures balances. Must start with statistics of animals being killed by traffic and encroachments by humans.

Topic Question 2:

To beg developers won't stop their so called progress. Man seems to be destroying everything on the planet out of arrangerance and greed.

Topic Question 3:

This must be taken up with all environmental agencies. Humans need prestine, natural areas with natural wildlife for mental health. The so called progress of things is making humans crazier and crazier

Topic Question 4:

Lets save our planet, go back to living simply, develop electric vehicles, get gas guzzlers off the roads, stop the BLM from allowing the Cattle Industry to use all of the public lands which we tax payers support. Save the wild horses, the cattle industry wants the horses gone due to their greed. We humans are destroying our one and only planet. Walkways must be provided for wildlife under the roadways if we persist in allowing big vehicles on these roads in nature areas.

Comments: I shameful the way humans have allowed so much destruction to our planet. Now climate change, too many humans, too many vehicles, so much pollution, all must be reversed. Stop the greedy,. stop the arrogant. Save our wildlife, all learn to live with less, to live healthy, simply, with great consciousness which included all of our animals. Stop factory farming, so many issues, save our horses,

our environments. Its all going in the wrong direction. Even the now digital age may very well be our end.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 973

Author Information

Keep Private: No
Name: Mary M. Carr
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See letter below.

Topic Question 2:
See letter below.

Topic Question 3:
See letter below.

Topic Question 4:
See letter below.

Comments:
Dear Superintendent Vela,

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destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 974

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Columbus, NC 28722
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Correspondence Information

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

Correspondence Text

I have visited GTNP several times and have enjoyed the Moose-Wilson Road as it is. Making it more of a thruway would jeopardize what wildness in that corridor still exists. I would favor whatever alternatives there are to increasing traffic/development. Making it a bike/hike route solely, or making it one way, no thru or commercial traffic, etc. Northwest WY is truly a unique wild place and I do not favor any attempts to chip away at that. Please work hard to preserve GTNP's wildness.

Thank you, Bill Hill

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 975

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers often can be had just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park.

Now, the National Park Service must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

If NPS allows increased impacts on the Moose-Wilson Road corridor, it could irreparably harm park resources. Please protect the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

Park visitors hold dear the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

Superintendent Vela, first and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 976

Author Information

Keep Private: No
Name: Roger Vaughan
Organization:
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Tampa, FL 33611
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 977

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 978

Author Information

Keep Private: No
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Correspondence Information

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

Topic Question 1:
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Thank you.

Comments: Dear Superintendent Vela,

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 979**

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:
X

Topic Question 2:
X

Topic Question 3:
X

Topic Question 4:
X

Comments: X

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 980

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 981

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:

Wildlife impact needs to be minimized, while the nature of the land respected and protected. People appreciate a feeling of isolation in wild places. Traffic has already increased 60%.

Topic Question 4:

Human impact needs to be minimized as much as possible. And the ethics of wise land use to minimize pressure on wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 982

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 983

Author Information

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Organization:
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Correspondence Information

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Correspondence Text

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Andrea Kaufman

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 984

Author Information

Keep Private: No
Name: Dwight Roesch
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Rego Park, NY 11374
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am worried about the future of the Moose Wilson Road Corridor within Grand Teton National Park. Unacceptable traffic impacts and calls for increased development could destroy what we have in this area. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 985

Author Information

Keep Private: No
Name: Alan Olander
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.
Alan Olander

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 986

Author Information

Keep Private: No
Name: Richard Kite
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 987

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Vancouver, WA 98661
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

The primary goal of the Park Service should be to preserve the park and the natural resources that made it desirable to become a park. If necessary, the public needs to be limited to a number that permits the park to continue in as pristine a condition as possible. A suggestion for limiting would be a strict reservation system with an emphasis on limiting the locals to once or twice a year and giving priority to those coming the furthest to see the park.

Comments: Dear Superintendent Vela,

While I have not had the opportunity to review the prior drafts, please see my comments to Question 4 and the following. Thank you for your time and consideration of my input.

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you again for your time and consideration of my input.

Diane Anicker

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 988

Author Information

Keep Private: No
Name: Mark Vatousiou
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Correspondence Information

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

Correspondence Text

Topic Question 1:
open air shuttle buses with pick up points.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 989

Author Information

Keep Private: No
Name: David Story
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Colorado Springs, CO 80918
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

David Story

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 990

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Castro Valley, CA 94546
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 991

Author Information

Keep Private: No
Name: Katherine Hinson
Organization: Miss
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Gilbert, AZ 85296
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

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Thank you.

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Sincerely,

Katherine Hinson

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 992

Author Information

Keep Private: No
Name: Kay McCaffrey
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Rather than try to garner more commercial funds for National Parks, including the beautiful Tetons, the primary goal should be to protect the lands and animals for future generations. This is where a citizen can go to be closer to God, revive in the wild, beautiful scenery and be at peace. (Not to spend money)

Topic Question 2:

The road in a question is an animal passage and since it is in a National Park, should be respected since they are one of the main reasons to protect the park lands.

Topic Question 3:

The mission statement for any national park should include primarily the protection of beautiful lands and wildlife for current and future generations, not more commercial entities just because greed has entered into the equation.

Topic Question 4:

Protect the parks for the reasons they were originally intended!

Comments: I know that in this era of trying to find funds for various programs, etc, there are financial needs, however, giving up or trying to make commercial enterprises in National Parks should not be allowed. Funds to the parks are already cut and to preserve the few beautiful and wild places in this country should be primary.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 993

Author Information

Keep Private: No
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Atlanta, GA 30345
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
See below.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 994

Author Information

Keep Private: No
Name: Raymond A. Suarez
Organization:
Organization Type: I - Unaffiliated Individual
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Beverly Hills, FL 34465
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I can only say somehow you must achieve the purpose of this plan

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 995

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Stanwood, WA 98292
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 996

Author Information

Keep Private: No
Name: Katherine DeAngelis
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Philadelphia, PA 19147
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
stress the need for quiet open space free of traffic and noise. do not get these animals accustomed to cars.

Topic Question 2:
eliminate daily and commercial traffic

Topic Question 3:
if we MUST have traffic make it 1 way only!

Topic Question 4:
it's only 7 miles !!! do we have to drive everywhere? this is a park, breeding space and home to wildlife.

Comments: Dear Superintendent Vela,

I love our national parks and am a strong supporter of the national park system, I GREATLY VALUE the wildlife, scenery, and historic values of this road.

I am extremely concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities.

It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

This road is a quiet park destination and wildlife-viewing area, not as a busy traffic route.

We need to eliminate commercial and commuter traffic along the road. Allow for temporary or permanent road closures of all or part of the road. This would enhance recreational use for safe pedestrian and bicycling use within the existing road prism.

Minimize ALL TRAFFIC. This is for the animals not us!! If you CAN'T then allow only ELECTRIC VIEWING SHUTTLES.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 997

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

Do an impact study and only allow changes that do not disturb the balance that exists presently.

Topic Question 2:

Allowing any changes/construction that increases traffic volume and speed. Also increased stress on the surrounding environment due to an increase in human traffic and business.

Topic Question 3:

Mass transit to alleviate traffic, noise, and pollution increases.

Topic Question 4:

With all the stresses that already exist (especially with global warming changing the entire planet) I hope the committee makes improvements that contribute to the sustainability of the park.

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 998

Author Information

Keep Private: No
Name: Steve Gould
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New York, NY 10014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 999

Author Information

Keep Private: No
Name: David C. Burns
Organization:
Organization Type: I - Unaffiliated Individual
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Louisville, CO 80027
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a visitor to the Park, a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities.

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Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

alternatives that protect wildlife security and movement corridors from human disturbance. Road closures are used in Rocky Mountain National Park as a consequence of altitude, but this could be done by choice in Grand Teton as a deliberate choice. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1000

Author Information

Keep Private: No
Name: Lori Conrad
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Davis, CA 95618-1613
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1001

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 2:
Anything that does preserve the uniqueness of this area

Topic Question 3:
Minimize development. If I want development, I can just stay home.

Topic Question 4:
I hope you you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1002

Author Information

Keep Private: No
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Organization: Wildlife Conservation Society
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1003

Author Information

Keep Private: No
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Hazlet, NJ 07730
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E-mail: ██████████

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1004

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
Address:
West New York, NJ 07093
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1005

Author Information

Keep Private: No
Name: James D. Corrigan
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

James Corrigan

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1006

Author Information

Keep Private: No
Name: tia pearson
Organization:
Organization Type: I - Unaffiliated Individual
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wahiawa, HI 96786
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1007

Author Information

Keep Private: No
Name: Ellen Fales
Organization: NPCA
Organization Type: I - Unaffiliated Individual
Address:
wilson, WY 83014
USA

E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
Prefer Alternative D
BUT

Why are you asking for comment before Impact Data is reported and complied?
It seems that our comments may, in the end, be totally discarded and futile.

If the EIS shows detrimental impact on wildlife, then a modification of Alternative D should be implemented.

There's NO question that alternative transportation needs to be implemented on the Moose Wilson Corridor.

There's NO question that there is tooooooo much motorized traffic for the current road design - - and that it will only increase in the future if no alternatives are presented.

User friendly pathways for alternative sightseeing will get people out of their cars.

Walking, Riding horses, Biking, Skiing, Snowshoeing.

Right now, traveling on the road in a car is an undesirable experience, from every perspective. So why not change the mode and motivation? Currently only the brave of heart negotiate the road on bikes and fewer walk, myself included. I enjoy visiting the park and the Rockefeller Preserve on my bike. However, it's nothing short of dangerous because of the multitudes of cars swerving to miss potholes and or trying to pass on blind corners.

I'm also very happy that the road is closed from the south in winter.

I appreciate the Park's thoughtful consideration of solutions to this dilemma - the love it to death syndrome.

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

Topic Question 2:

Alternatives A, B, or C
do not address the issues fully.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1008

Author Information

Keep Private: No
Name: Katherine Werner
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Waitsfield, VT 05673
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1009

Author Information

Keep Private: No
Name: Sergio M. Rivera
Organization:
Organization Type: I - Unaffiliated Individual
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Chicago, IL 60641
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1010**

Author Information

Keep Private: No
Name: Judy Spaulding
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
USA
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1011

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Lockport, Manitoba, CANADA, UN R1A3L7
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1012

Author Information

Keep Private: No
Name: Neil Bleifeld
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1013

Author Information

Keep Private: No
Name: Rick N/A
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Organization Type: I - Unaffiliated Individual
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West Covina, CA 91791
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Correspondence Information

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

Correspondence Text

Topic Question 1:

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Topic Question 2:

I am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities.

It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 3:

I support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments: As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1014

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1015

Author Information

Keep Private: No
Name: Barbara L. Schrier
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Waverly, NY 14892
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Barbara L Schrier

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1016

Author Information

Keep Private: No
Name: Susan Schmidt
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Medina, OH 44256
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Ffrst and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Susan Schmidt

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1017

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Venice, FL 34293
USA
E-mail:

Correspondence Information

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

Correspondence Text

All parks and its inhabitants should be protected into infinity, there should be no question as to what is best for them, protecting and supporting should always be first in mind.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1018**

Author Information

Keep Private: No
Name: Mick R. Robinson
Organization:
Organization Type: I - Unaffiliated Individual
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Santa Maria, CA 93455
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Whatever plan is initiated it should maintain a low level of traffic flow on Moose-Wilson Road.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1019**

Author Information

Keep Private: No
Name: Harry Grace
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Buffalo, NY 14214
USA
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Correspondence Information

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

Correspondence Text

Topic Question 1:
none

Topic Question 2:
none

Topic Question 3:
none

Topic Question 4:
none

Comments: none

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1020

Author Information

Keep Private: No
Name: Erin Williams
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Raleigh, NC 27603
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1021**

Author Information

Keep Private: No
Name: Shelley Volk
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
New Rochelle, NY 10801-4601
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I would like to see a plan that does not further degrade the Park's character. Some level of quiet for people and safety for the animals should be paramount.

Topic Question 2:

[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1022

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Rio Rancho, NM 87124
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1023

Author Information

Keep Private: No
Name: Marcia C. Hackett
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Tustin, CA 92780
USA
E-mail:

Correspondence Information

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

Correspondence Text

Please consider the negative effect allowing developers on the Moose-Wilson Rd. in Grand Teton NP will have on wildlife. I ask you to strongly limit development on that road for the protection of wildlife and plant life. I have taken my grand-daughter to GTNP and sincerely hope it will continue to remain as undeveloped by commercial interests as possible.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1024

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Makawao, HI 96768
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
Please see my brief comments below!

Comments: Aloha,
I have not been to the Tetons for about 30 years, but I do visit the Hawaii Nat'l Parks several times a yr. The ideal situation would to have NO commercial or commuter traffic in the park that is NOT ding business in the park. As the places park visitors come from become more and more crowded, the typical park visitor needs to get away to a quieter and slower environment. Ideally, this experience would not involve a car but it's doubtful if I make it back to the Tetons that I will be heading out on a backpack trip like I did last time.
Please do your best to give everyone a taste of wilderness and access to the joy of discovery!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1025**

Author Information

Keep Private: No
Name: reid bailey
Organization: N/A
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
klamath falls, OR 97603
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1026**

Author Information

Keep Private: No
Name: Jean L. Sachs-Nygard
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Chicago, IL 60614
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I like the closing when needed for animal protection as the most economical or the making it a bicycle and walking only zone.

Topic Question 2:

One way only seems to lessen the impact not fix it.

Topic Question 3:

I have seen green covered bridges built in Europe and the Netherlands to allow elk and such to travel over highways. Or put the cars up on an overpass build where the road is.

Topic Question 4:

These parks and animals are our heritage and need to be treated as irreplaceable; because they are.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1027

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Baltimore, MD 21214
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 2:

I am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. I think commercial and commuter traffic are counter to the function of National Parks.

Topic Question 3:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1028

Author Information

Keep Private: No
Name: Eric Edwards
Organization:
Organization Type: I - Unaffiliated Individual
Address:
West Chicago, IL 60185
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose-Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development would destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States. Please forgive the form letter, but the comments reflect my views!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1029

Author Information

Keep Private: No
Name: Nicole Berkheimer
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Knoxville , TN 37921
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1030

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Tucson, AZ 85718
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of all our parks. However you have a special opportunity in Grand Teton.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts. I love shuttle service in other parks and strongly encourage its use in this special area.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by all Americans, and cherished and enjoyed by people from around the world.

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

Thank you.
Debbie

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1031

Author Information

Keep Private: No
Name: Robert Bonometti
Organization: self
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Winchester, VA 22603-3129
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1032

Author Information

Keep Private: No
Name: richard s. jackson
Organization:
Organization Type: I - Unaffiliated Individual
Address:
shelburne, VT 05482
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1033

Author Information

Keep Private: No
Name: Dennis C. Widman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Tucson, AZ 85749
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
None. They don't solve the problem.

Topic Question 2:
All, because they don't solve the problem of chasing wildlife from the area.

Topic Question 3:
Yes. Make Moose Wilson Road a "dead-end" road. End the road before the Ranger Station at the South end of the Park. Access for Moose Wilson Road would only be from the north. Move the Entrance to Grand Teton NP south 1/2 mile so that it encompasses Moose Wilson Road. No Bicycles either. There are miles and miles of bicycle lanes without having to add Moose Wilson Road to them. This would keep the road strictly for Wildlife Viewing, and would significantly improve Moose and other wildlife sustainability in the area.

Topic Question 4:
If the answer to Question 3 is unacceptable than charge a fee each direction for each use. No daily, weekly, monthly, or annual passes. Fee only.

Comments: I am a Wildlife Photographer. Over the past ten years I have experienced the changes in Moose Wilson Road personally. When it was a dirt road I could always find Moose to photograph. It was perhaps the best place in the Western United States for finding Moose; moreso, than even Yellowstone National Park. This past summer I visited Grand Teton Park again specifically to look for and photograph Moose. I found none! I travelled Moose Wilson Road four times during my visit without luck. Cars were

back to back in both directions each time. Even if there was a Moose there would be no way to get off the road and take photos. But there were no moose. The reason for that seems evident - - invasion by humans, one after another. It is a shame that Moose Wilson Road has become a commuter road.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1034

Author Information

Keep Private: No
Name: Jean Mixon
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Sarasota, FL 34243
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1035

Author Information

Keep Private: No
Name: Evelyn Krueger
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Forest park, IL 60130
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

The corridor must be kept as quiet as possible because of all the wildlife present in the area - the purpose of a national park is to preserve wildlife and nature in all its forms, not provide a playground for loud terrain vehicles.

Topic Question 2:

Only quiet vehicles and walkers should be permitted so as not to disturb the wildlife and nature in all forms - that's the purpose of the park, not to provide a playground for loud terrain vehicles.

Comments: The ultimate goal should be to preserve the integrity of the park for the wildlife and nature that live there, not provide a playground for users of loud vehicles.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1036

Author Information

Keep Private: No
Name: David S. Gardner
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Nashville, TN 37206
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1037**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
syracuse, NY 13203
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
stop the damage

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1038

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Asbury, NJ 08802
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1039

Author Information

Keep Private: No
Name: Scott Pons
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Buena Park, CA 90620
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1040

Author Information

Keep Private: No
Name: Tim Oswald
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Amherst, NY 14226
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

The plan should be to protect these lands for the wild animals and future generations. The plan should only do this.

Topic Question 2:

The strategy should be how best a plan can keep animals from entering lands that they will not be welcome in and to allow other native animals access to the area.

Topic Question 3:

Research what the best practices are from around the world in protecting land and animals in similar environments so they can be a part of this plan.

Comments: Keep/make it as natural environment as possible. We do not need to utilize this land for humans.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1041

Author Information

Keep Private: No
Name: Natalie Van Leekwijck
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Deurne, UN 2100
BEL
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1042**

Author Information

Keep Private: No
Name: susan biggs
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
columbia city, IN 46725
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Only foot traffic. Lazy butts need not come.

Comments: It is imperative that as much land as possible be human -free. The responsible adults are endangered species. This is ONLY a desire to trash even more land and its inherent beauty. Leave it be.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1043

Author Information

Keep Private: No
Name: Steven R. Eberhardt
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Boonton, NJ 07005
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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** I feel a special connection to this area, having visited there for some time during a trip in 2005. **

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1044

Author Information

Keep Private: No
Name: Lacy Kozak
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Angelo, TX 76906
USA
E-mail:

Correspondence Information

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

Correspondence Text

When changes like this are being considered, it's important to take into account the impact it will have on wildlife. This planet doesn't belong to humans. We just live on it and share it with many other lifeforms that should be equally considered as we develop things. The more we harm wildlife, then the more we harm the environment. The more we harm the environment and throw it out of balance, then the more we harm ourselves. Animals are part of the environment and help sustain it and we need the environment to sustain us or we would not survive.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1045

Author Information

Keep Private: No
Name: Karen P. Miya
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bellevue, WA 98004
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1046

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seattle, WA 98102
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you,
Tatiana Korry

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1047

Author Information

Keep Private: No
Name: mike and miriam kurland
Organization:
Organization Type: I - Unaffiliated Individual
Address:
mansfield center, CT 06250
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

preservation of all our public lands and no corporate takeover of any, so that future generations for years, decades and centuries to come can enjoy the beauty and fruits of the wild.

Topic Question 2:

No selling out our private lands to corporations.

Topic Question 4:

As a citizen of the United States, I want our lands to be kept pure for the benefit of everyone. I do not want anybody polluting and destroying the amazing wildlife and all the benefits that public lands provide us.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1048**

Author Information

Keep Private: No
Name: gina johansen
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
wakefield, MA 01880
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1049

Author Information

Keep Private: No
Name: GRACE E. NEFF
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Albany, OR 97322
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1050

Author Information

Keep Private: No
Name: Cynthia J. Cherny
Organization: MATC
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Milwaukee, WI 53172
Milwaukee, WI 53172
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Notes:

Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. Please protect our natural resources. Thank you! Cynthia

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1051**

Author Information

Keep Private: No
Name: Paul O. Cardwell
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bonham, TX 75418
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Put the business-lined superhighway somewhere else.

Topic Question 2:
Superhighways do not belong in natural areas.

Topic Question 3:
See question one.

Topic Question 4:
Preserve nature, don't destroy it for private greed.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1052

Author Information

Keep Private: No
Name: Kevin Oldham
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Shirley, NY 11967
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please see my comments below.

Topic Question 2:
Please see my comments below.

Topic Question 3:
Please see my comments below.

Topic Question 4:
Please see my comments below.

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1053

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
New Albany, IN 47150
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1054

Author Information

Keep Private: No
Name: Lara Beard
Organization:
Organization Type: I - Unaffiliated Individual
Address: ██████████
Elizabethtown, KY 42701
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1055

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Long Beach, CA 90802
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1056

Author Information

Keep Private: No
Name: Kathy Popoff
Organization:
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Address: [REDACTED]
San Pedro, CA 90732-2272
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1057

Author Information

Keep Private: No
Name: Steven R. Conner
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Coraopolis, PA 15108
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you,

Steve Conner

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1058**

Author Information

Keep Private: No
Name: jill b. harmer
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
louisvl, KY 40205
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Limit snowmobiles and motorcycles. Protect wolves/ endangered species to keep a balanced ecosystem.
Limit private enterprise withn parks.

Topic Question 2:
If you kill off the wolves, there will be more deer, eating up the greens along the rivers.
If we had stores selling food, it would detract from the wilderness which is unioquely in the parks.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1059

Author Information

Keep Private: No
Name: Nancy Gathing
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED].
Madison, WI 53714
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
3701 Tulane Ave.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Nancy Gathing

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1060

Author Information

Keep Private: No
Name: Judith Smith
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Oakland, CA 94601
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.
Judith Smith

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.
Judith Smith

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1061

Author Information

Keep Private: No
Name: Nancy D. Miller
Organization: 1949
Organization Type: I - Unaffiliated Individual
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Gwynn Oak, MD 21207
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

First and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. Do NOT increase access to these sensitive areas by even more development within the road corridor.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1062

Author Information

Keep Private: No
Name: William A. Mikulak
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Sherman Oaks, CA 91423
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1063**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Farmersville, TX 75442
USA
E-mail:

Correspondence Information

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

Correspondence Text

Please protect the grand teton wilderness

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1064

Author Information

Keep Private: No
Name: Peter A. Pileggi
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Junction City, OR 97448
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1065

Author Information

Keep Private: No
Name: Robin Hirsch
Organization: Ms.
Organization Type: I - Unaffiliated Individual
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Orcas, WA 98280
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Comments: Dear Superintendent Vela,

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Sincerely, Robin Hirsch

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1066

Author Information

Keep Private: No
Name: john gable
Organization:
Organization Type: I - Unaffiliated Individual
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milwaukee, WI 53212
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 4:

I do not have time to consider the preliminary alternatives and make a thoughtful reply. I can say one thing that has been at the forefront of my mind over the years concerning the park system, Yellowstone and the Tetons, actually. That is that I feel there is no reason to continually expand modern services for the humans that come to the parks. I do not like traffic jams but more roads will only encourage a more county fair atmosphere, more parking lots, more comfy places to sleep and eat, more places to have a beer is not what this special place is there for. We all must sacrifice for what we get. And what we are supposed to get is the most original geography left in its most pristine shape with the least impact by we humans.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1067

Author Information

Keep Private: No
Name: Deborah L. Gouge
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Pittsburgh, PA 15221
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I wish to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I am a strong supporter of the national park system, and I value the wildlife, scenery, and historic values of this road. I am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

I was very fortunate to have spent some time in Grand Teton National Park about 20 years ago. I would hate to see increased development destroy the wild beauty that I was able to experience. My hope is that the park can continue to be a refuge for wildlife and human into the far-distant future.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the local community; but it is also cherished by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1068**

Author Information

Keep Private: No
Name: Mark D. Gregory
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Issaquah, WA 98027
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
I support option D. I am a road bicycle rider and would love to have ongoing safe access to Moose-Wilson Road.

Topic Question 2:
I believe that gating or closing the road would be short sighted and would remove a wonderful access that should be maintained, though with reduced traffic and a save access for bicyclists.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1069

Author Information

Keep Private: No
Name: mae basye
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
fuquay varina, NC 27526
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I oppose completely any runaway development plans for the access routes through this area. However, should a hands-off policy be utterly unacceptable then I suggest that building natural wildlife crossings at strategic parts of the highway would go a long way to ensure the safety of wildlife and motorists alike.

Topic Question 2:

I greatly value the wildlife, scenery, and historic values of the Moose Wilson Road Corridor within Grand Teton National Park, and I am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 3:

* a one-way road option, or temporary or permanent road closures of all or part of the road to allow for safe pedestrian and bicycling use within the existing road.

* the NPS alternatives mention the use of a future small shuttle system, I would like to see you develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

* Traffic management techniques that will reduce the number of vehicles, maintain slow speeds, and eliminate commercial and commuter traffic along the road.

Topic Question 4:

I support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided.

Comments:

Grand Teton is a landscape that is owned by, cherished, and enjoyed by people from across the United States. Please keep it as untouched as possible.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1070

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Los Angeles, CA 90033
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1071

Author Information

Keep Private: No
Name: Robert E. Rutkowski
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Superintendent Vela

Re: Grand Teton Wildlife Corridor

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1072

Author Information

Keep Private: No
Name: Kathleen O'Nan
Organization: Nat'l Parks Conservation Association
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See Comments section

Topic Question 2:
See Comments section

Topic Question 3:
See Comments section

Topic Question 4:
See Comments section

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1073

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Palmer Lake, CO 80133
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Correspondence Information

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

Correspondence Text

We must protect our parks from commercialism and things that interfere with people being able to experience and enjoy nature.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1074

Author Information

Keep Private: No
Name: Ñ lida MontaÑez-Salas
Organization:
Organization Type: I - Unaffiliated Individual
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Norwalk, CA 90650
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1075

Author Information

Keep Private: No
Name: Martha W. Bushnell
Organization: National Park Service
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Look for an alternate route for commercial vehicles

Comments: I am concerned for the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1076

Author Information

Keep Private: No
Name: Edith R. Cooper
Organization: NPCA
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 crestone, CO 81131
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Please help us keep the park a PARK, not a thoroughfare. This has been done successfully in other national parks, please follow their examples.

Thank you, we need these spaces!!

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1077

Author Information

Keep Private: No
Name: Gary Hartsough
Organization:
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Sacramento, CA 95819
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I recommend that you prioritize the Moose-Wilson road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1078

Author Information

Keep Private: No
Name: Howard Cherrington
Organization:
Organization Type: I - Unaffiliated Individual
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Twisp, WA 98856
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1079

Author Information

Keep Private: No
Name: Sandra L. Mann
Organization:
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Springfield, OR 97477
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Correspondence Information

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

Correspondence Text

Topic Question 1:

I think you should leave the Grand Teton Wildlife Corridor alone. Nature was here 1st & we have encroached upon her too much already. If anything is done, it should be to restore more habitat.

Topic Question 2:

See above comments.

Topic Question 3:

See comments under Question 1.

Topic Question 4:

See above.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1080

Author Information

Keep Private: No
Name: Anne Gorozdos
Organization:
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Address:
Frederick, MD 21701
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Correspondence Information

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

Correspondence Text

Topic Question 1:

To keep the wildlife there and safe. I had one of my most treasured wildlife encounters there - a young male moose drinking from a stream very close to the road - and one of the best photos I have ever taken. It was so peaceful there and I think that is one of the reasons the moose was relaxed while I took photos. I wish there was no development around the Grand Tetons at all, one of the most beautiful places in all of America!

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1081**

Author Information

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Name: arnold martelli
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Dear Superintendent Vela,

I take this opportunity to my concerns about the future of the Moose-Wilson Road Corridor within Grand Teton National Park. I believe the NPS should maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. This part destination and wildlife-viewing area should not be a busy traffic route. The use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance should all be given due consideration. And of cardinal importance development in areas not previously impacted should be avoided. Thank you for your time and consideration. AM

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1082

Author Information

Keep Private: No
Name: Paul W. Horton
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Generally speaking, the strategies that reduce or eliminate use of the road as a commuter route should be carried forward. Heavy use of the road for through-travel underlies almost all the problems in the corridor and is the greatest threat to Park resources.

Relocating the road as in D and the associated strategies, especially the fee station, seems like the most reasonable way to restrict through traffic.

Topic Question 2:

I am very opposed to any of the strategies that reduce access to the Park, especially the backcountry. Whether these be relocating trailheads further away (as in B) or reducing access to the trailheads during certain days (as in C) or shortening the season by closing the road even earlier than now (as in C) or relocating winter trailheads further away (as in B and C), none address the real problem and all alienate those of us who use and love the Park the most.

The real problem with the Corridor is the amount of traffic on the road and most of that traffic is caused by those using it as a route for through-travel to other destinations. Those using the Park lands in the corridor, especially the backcountry, are not the problem and it is unnecessary and offensive to use road-related issues to restrict their activities.

Topic Question 3:

Consider making the road one-way.

Consider installing speed bumps and other methods to substantially reduce speeds on the road. I envision a speed of around 10 mph as the goal.

Either method would make the road safer for all, including bicyclists, with a minimum of disturbance. Either would make the road extremely inefficient as a commuting route and thereby greatly reduce traffic.

Topic Question 4:

Don't pander to the local and regional politicians, none of whom understand that the Park is national. Preservation of the Park and its resources is paramount.

Although I'm not entirely opposed to a bike path I am opposed to the heavy-handed tactics its proponents often employ. Please keep preservation of Park resources as the bottom line when evaluating any such path.

Educate yourselves on the use of taxis in the Park. A great deal of the use is by people who want to visit and utilize the Park without renting a car. The Park seems unaware that taxis provide a service to its visitors far beyond simply hauling commuters between the Village and the airport.

Alternative B has little value and should be abandoned.

Comments: The open house at the library was great; keep up the good work. And never forget that even though Jackson Hole locals are often characterized as selfishly wanting to exploit "their" Park at every decision point, the truth is a great many of us long-time residents are strong supporters of the NPS and its mandate.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1083

Author Information

Keep Private: No
Name: Frank Klug
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Correspondence Information

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

Correspondence Text

Topic Question 1:

During peak visitation times, Moose-Wilson Road should be open ONLY to bicycles and pedestrians between Sawmill Ponds Overlook and the Granite Canyon trailhead AT LEAST two days a week OR MORE FREQUENTLY should the volume of traffic require such closures.

At times of high volume traffic, the National Park Service should limit the number of vehicles entering the corridor during certain peak periods. Hourly limits would be established to ensure that desired conditions were maintained and queuing areas would be established at either end of the road where vehicles could wait before entering the corridor.

Why is this advantageous? Visitors from countries around the globe come to the Tetons to experience the beauty of the natural scenery, the serenity of the outdoors, and the sight of wildlife that cannot be easily viewed elsewhere. Maintaining the rural quality of the Moose-Wilson road and preventing it from becoming just another high-volume, paved highway will continue to allow park visitors to enjoy this corridor as a natural area (rather than simply a thoroughfare to a more distant destination) and prevent the accelerated destruction of the corridor's natural beauty and the elimination of the wildlife that have lived there for decades (or longer).

Topic Question 2:

The Moose-Wilson Road should "be retained in its existing alignment and width" and should remain unpaved.

Paving the road will only increase the amount of traffic using this corridor; increase the speed of that

traffic; lead to further habitat destruction; cause increased wildlife fatalities; destroy the already weakened sense of wilderness; lead to even further calls for future development of the corridor for the sake of convenience of those commuting through the area.

Topic Question 3:

Many people use Moose-Wilson Road as an alternative to going through Jackson Hole. Has any consideration been given to how vehicular traffic through or around town could be modified or improved to make it a more palatable choice for those visiting the park?

Topic Question 4:

1. Reduce the speed limit on the Moose-Wilson Road and significantly increase the fines for speeding to encourage compliance with the reduced speed limit.
2. Make the Moose-Wilson Road a toll road to encourage visitors to go through Jackson Hole.

Comments: Dear Superintendent Vela,

I have been visiting Grand Teton National Park for more than 20 years and have been an enthusiastic supporter of the National Parks system for even longer. Because I visit multiple parks a year-in California, Montana, Wyoming, Arizona, Washington, and other states-I see firsthand the stress put on wildlife and roads by increased attendance and vehicular traffic.

I have seen frustrated drivers force animals off the road in Yellowstone as they speed down roadways far in excess of posted speed limits. I've seen elk calves and bison calves hemmed in by impatient drivers preventing them from crossing roads so that inhabitants can take photos. And I've seen many smaller animals and birds unnecessary killed by uncaring motorists indifferent to the fate of creatures who call the Natural Parks their homes.

Please do whatever you can to prevent the Moose-Wilson Road from suffering the fate of so many other roads in National Parks around the country-becoming simply another highway to speed tourist on the way to another destination.

When I first started visiting Grand Teton National Park, the Moose-Wilson Road was not nearly as popular as has become in recent years. Wildlife enthusiasts gravitated to the road because of the chance to see Moose, Beaver, Bear and other wildlife and for the sense of serenity-of aloneness-one could often experience. But over the last five years or so, the unique quality of this corridor has suffered as the number of people driving through it has increased.

I urge you to stem the tide of this increased vehicular traffic by limiting the number of cars allowed to access this corridor, especially during the peak tourist season; by eschewing paved roads in favor of the gravel roads that help preserve the historic quality of the area; and by reducing speed limits to protect wildlife and discourage motorists from traveling at unsafe and unsustainable speeds.

As the Environmental Impact Study begins, please make habitat protection and improvement an absolute priority.

Strongly consider the option of closing the road during peak visitation periods-or when the volume of traffic increases to the point where the safety of wildlife, pedestrians, or bicyclists is compromised.

Strongly consider the option of making Moose-Wilson Road one-way only when warranted.

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

And please consider a shuttle system for Moose-Wilson Road as another means for reducing traffic to this sensitive area of the park.

Thank you for giving me the opportunity to participate.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1084**

Author Information

Keep Private: No
Name: Carol Doty
Organization: Ms.
Organization Type: I - Unaffiliated Individual
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Belding, MI 48809
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1085

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1086**

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Correspondence Information

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

Correspondence Text

Topic Question 1:
?

Topic Question 2:
?

Topic Question 3:
/

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1087

Author Information

Keep Private: No
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Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1088**

Author Information

Keep Private: No
Name: Judith K. Sanders
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Topic Question 2:
[REDACTED]

Comments: Stop allowing the extractive industries to intrude upon our parks. Stop allowing roads to be cut through parks and public lands.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1089

Author Information

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Correspondence Information

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

Topic Question 1:

I think that you should find out what the carrying capacity of this area is and then allow only that number of visitors.

There is a thing called "loving a place to death" and we don't want that to happen here.

Without knowing how an area will withstand visitation, you should not move forward. This is crucial.

Topic Question 2:

This road should be deemed a scenic road and a quiet park destination. That is all it should ever be, so trying to make it into a thoroughfare to bring more people to the area, is a bad idea.

Topic Question 3:

The most important part of a wilderness experience is being able to get away from the normal hum and buzz of human activity. Being able to stop and listen to the birds and the wind is invaluable and cannot be had if you are trying to push through the throngs of humanity.

Topic Question 4:

Leave the place alone and stop fiddling with it. Stand your ground and protect and preserve the little quiet spots that are left.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1090

Author Information

Keep Private: No
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Clinton, NY 13323
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Correspondence Information

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

Topic Question 1:

I favor plan A or C or D

Plan C aims to focus more on the park's role as a heritage site, a cultural treasure, and makes some effort to limit traffic, which acknowledges the environmental damage of vehicular congestion. The planned maintenance is geared toward upkeep and not new interferences with the landscape, which I also support. Plan D may have the best idea, to institute a Reservation system, a more guaranteed way of keeping down the problems associated with congestion.

Topic Question 2:

I don't like plan B at all. Of course we want. To encourage visitors. To see the beauty of this spot, but plan B suggests a need to accommodate even more traffic and congestion, which will ultimately degrade the park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1091

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
Address:
Joshua Tree, CA 92252
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
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Contains Request(s): No Type: Web Form
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Correspondence Text

of the page.

Sample message/comments

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1092

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1093

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 1:

I support the use of seasonal closings , speed and traffic restrictions. If you want to live where the beauty is you must be willing to preserve it above personal comfort.. I would love to live near a wildlife corridor, I have Visited the area many times and The area is becoming more and more developed. It saddens me greatly. Preserve our National Treasures

Topic Question 2:

No more development, The Wealthy do not have a right to destroy and disturb what is Loved and Valued by all

Topic Question 3:

I would like for a No car day in the Park. How wonderful would that be...

Topic Question 4:

With all that is wrong in the world.. cant we just do something that is right. Right for us and the mountains and wildlife that makes the U S so so special.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1094

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1095

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 3:

We have been visiting The Tetons every summer for the last 26 years. I think the bicycle path along the Moose-Wilson road is a very bad idea. I have used the new paths located near Jenny Lake and enjoyed them very much this last summer but the M-W road is too narrow and congested. As a physician I see it as an open invitation for accidents and severe injuries. As I read the proposal it would require the removal of a significant amount of forest.

I also think that closing the Sawmill Ponds trail seems short sighted. The park is just beginning to restore the old White Grass ranch and part of that ranch experience was trail riding. Why take away an historic part of the history of the park at a place where it was actually practiced?

Comments: My family has enjoyed the Tetons for the last 26 years. Our kids looked forward to staying at a guest ranch every summer and now that they are adults they still return every summer. A big part of that attraction was the ability to ride horses in the park. I was sad when the Park Service tore down the big barn at the old White Grass ranch, but now am happy to see that they are beginning to restore the cabins. Future generations will now get a chance to see how the old Dude Ranch industry looked. I think they should also be able to ride the trails in the same manner.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1096

Author Information

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Powell, OH 43065
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1097

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1098

Author Information

Keep Private: No
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Correspondence Information

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1099

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1100

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1101

Author Information

Keep Private: No
Name: Ashley R. Stephen
Organization:
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Richmond, IN 47374
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

Alternative A (No action): The area continues to be enjoyed by visitors as it currently exists.

Alternative C: The area would maintain most of its characteristics, while also improving the visitor experience.

Topic Question 4:

I thoroughly enjoyed a visit to Grand Teton several years ago, and I hope to have an opportunity to enjoy the park again.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

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Thank you for considering my thoughts.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1102

Author Information

Keep Private: No
Name: Vicki Ireland
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1103

Author Information

Keep Private: No
Name: Eric L. Burr
Organization: Coalition of NP Retirees and NPCA, etc.
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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

Correspondence Text

Topic Question 1:

What ever strategies CNPR recommend, because I'm a retired ranger and well aware that on-the-ground experience is needed to make good decisions, and I've not worked the Tetons. CNPR was a little vague on the groomed xc trail issue, and I can appreciate that non skiers or alpine skiers may have trouble evaluating this one. Scott McGee however will hopefully weigh in on this, and I suspect he'll get it right.

Topic Question 2:

Any increase in commercial traffic, because windshield wildlife viewing opportunities are rare and extremely valuable.

Topic Question 3:

Groomed XC skiing is typically short changed around the NPS, and so I'm concerned that this introductory experience for quiet winter recreation be given an accurate analysis.

Topic Question 4:

I'd endorse opinions given by Jack Hughes and Janet Kailin at [REDACTED] who although also retired keep up on Jack's old haunts around Yellowstone, and also know xc skiing in the National Parks better than I do.

Comments: Be sure to contact Scott McGee, if he doesn't volunteer anyway.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1104

Author Information

Keep Private: No
Name: Sue A. Wilson
Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 1:

NPS is the voice for our wilderness, Parks and wildlife therein. We all see African Wildlife as the wonder of the world...and in danger of poaching as well as droughts like our own. We, as Americans, seem to take what we have in the way of wild places and wildlife for granted. Every rancher, corporation, and transportation provider wants more access to public lands and NPS needs to plan for the sustainability of our wildlife and the protection of our park lands and our wilderness areas.

Topic Question 2:

Any strategies compromising the above in Question 1.

Topic Question 4:

If we do not take action to protect our park lands and our wildlife therein, we, as a nation are the losers. Wolves are on the comeback list and ranchers in all the Western States want them GONE! Ranchers want more public lands opened up for grazing...they take advantage of grazing lands at the expense of the public (they pay a very low fee for every cow/calf pair...yet the price of beef and lamb keep rising and more of it is exported. Ranchers also feel entitled to graze their herds near waterways causing pollution of the streams and leave the clean-up to someone downstream. (If it can be cleaned up!...Farming also leaves many streams and waterways with high phosphate content along with other leaching from fertilizers. Gas and Petroleum entities are now demanding the right to FRACK in order to release oils and gasses from shales and other rock deposits. There are countless cases proving that fracking pollutes and ruins our water tables. When you can light the faucet in your kitchen as the natural gas released by fracking escapes into the wells and water resources serving homes and other structures, it is time to SAY NO TO FRACKING! The NPS must take a hard core stance against all these polluters and protect wildlife from

the long held belief that domestic herds are more valuable than wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1105

Author Information

Keep Private: No
Name: Kay Randall
Organization: Kay
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Moorhead, MN 56560
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Kay M. Randall

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1106

Author Information

Keep Private: No
Name: Larry Kimball
Organization:
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Cotopaxi, CO 81223
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Closing the road 2 days a week and limiting traffic would go a long way in reducing impact on the area.

Topic Question 2:
Realigning roads and increasing parking areas is disruptive and doesn't protect the natural dynamics of the area.

Comments: Dear Superintendent Vela,

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Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1107

Author Information

Keep Private: No
Name: Heather .: Day
Organization:
Organization Type: I - Unaffiliated Individual
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Livermore, CA 94550
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Keeping the road gravel and not allowing additional construction in currently natural areas will best serve wildlife and park visitors.

Topic Question 4:

I remember visiting the Grand Teton's as a kid and look forward to visiting with my children when they are a bit older. I hope that the NPS will preserve wildlife corridors and prioritize non-motorized recreation so that they will enjoy it as much as I did!

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1108

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Lake Geneva, WI 53147
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1109

Author Information

Keep Private: No
Name: Justin Sweet
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seattle, WA 98107
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1110

Author Information

Keep Private: No
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Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Environmental assessment ASAP. Close mine to all activities until proven to be safe for drinking water; water containment & control of wasted natural resources.

Why carried forward? It is the only logical plan to halt hazardous fracking continuum. We are all mandated stewards of our natural resources.

Topic Question 2:

Environmental assessment ASAP. Close mine to all activities until proven to be safe for drinking water; water containment & control of wasted natural resources.

Why carried forward? It is the only logical plan to halt hazardous fracking continuum. We are all mandated stewards of our natural resources.

Comments: The above speaks for itself. We are mandated to save our precious natural resources. Fracking is solely driven by greed and disregard and disrespect of our ground and water resources.

Continuing of this dangerous activity can only lead to contamination and falling water quality. Do not let greed lead our world. What happens when our aquifers are polluted? This is already happening throughout the country.

Take hold of this disgusting activity known as fracking before it is any further out of hand.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1111

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

I intend my comments--indeed, more of an editorial--to obviate the need to answer the specific questions because my jihadism is more broad-based, much like the way ecology and biodiversity are. It's no secret the natural world is under assault virtually everywhere by human activity and, sadly, indifference. Whether it's the unconscionable war on wildlife, the wanton destruction of habitat, the trashing of the planet or, most significantly, our malignant population growth, we are sawing off the very limb on which we're perched. Nature, while indifferent to human affairs, has certainly been badly wounded by human stupidity and hubris.

Harvard professor E.O. Wilson, a biologist, author and world expert on insects, has proposed "half for them, half for us" swaths of habitat across North America. These zones, he rightfully argues, are essential for maintaining the vitality of the biosphere. National Parks, a magnificent concept and, clearly, natural treasures, are understandably coveted by other than munificent interests. Wilson doesn't think they should be "island arks" but advocates for "corridor arcs". I go further and, regardless of how draconian it seems, espouse a simple but volatile policy: Whatever it takes.

Whatever the money, resources, political action, law enforcement, inconvenience it takes to preserve--indeed, expand--the park concept is valid and vital. Nothing matters more than good stewardship of the only home we'll ever know. Nothing. What. Ever. It. Takes.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1112

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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New Park, PA 17352
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

I've been traveling the Moose/Wilson Road since 1985. At that time if I passed another vehicle on the road the entire trip it was a busy day. The last time I drove the road, last September, there was that much traffic on it that I had to sit and wait for vehicles to get out of the way. the wildlife on the road have no peace..... Personally, I think the road should be closed to all traffic unless you have a pass to go through it because you live in the area..... Just my thoughts.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1113**

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Bowie, MD 20715
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1114

Author Information

Keep Private: No
Name: Robert p. Boner
Organization:
Organization Type: I - Unaffiliated Individual
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Westminster, MD 21157
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Robert Boner

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1115

Author Information

Keep Private: No
Name: James G. Baron
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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States.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will make a difference in how the park will manage a critical road corridor in the future.

Thank you,
James Baron

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1116

Author Information

Keep Private: No
Name: David Friend
Organization:
Organization Type: I - Unaffiliated Individual
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Denver, CO 80207
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1117

Author Information

Keep Private: No
Name: Hazel McCoy
Organization:
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Longmont, CO 80501
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

First and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. Unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Topic Question 2:

Most importantly, development in areas that have not been previously impacted should be avoided. Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1118

Author Information

Keep Private: No
Name: Bob Rowlands
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1119

Author Information

Keep Private: No
Name: kathryn alexandra
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
anacortes, WA 98221
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1120**

Author Information

Keep Private: No
Name: ANGELA M. GRAMMATICO
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
CLINTON TOWNSHIP , MI 48038
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
PROTECTED AREA'S

Topic Question 2:
IT ALWAYS EFFECTS THE NATIONAL LANDS AND KILLS ANIMALS

Topic Question 3:
KEEP OUT OF THIS PROPERTY

Topic Question 4:
LEAVE THE LAND ALONE AND THE ANIMALS WITH IN IT !

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1121**

Author Information

Keep Private: No
Name: Susan J. Rose
Organization: Natl. Park Service
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Long Beach, CA 90803
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Limited Access as they do in Yosemite. Preserve the Park & it's wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1122

Author Information

Keep Private: No
Name: Madeleine F. Fisher Kern
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Los Angeles, CA 90036
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

STOP LISTENING TO POWERFUL SPECIAL INTERESTS. They have and will continue to have only one thing they value: Their own self-indulgence and unsatisfied greed. Losing the Grand Teton Wildlife Corridor would be a tragedy for all of us but those whose wallets would swell with the development of this beautiful area. As for strategies, leave this area alone. Prohibit development and increased traffic and allow this area to remain as pristine as we are able. It's time to listen to the people not the bankers.

Topic Question 2:

Development in the area would be a tragedy. JUST LEAVE IT ALONE AND PROHIBIT ALL DEVELOPMENT.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1123

Author Information

Keep Private: No
Name: Patricia I. O'Reilly
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
La Mesa, CA 91942
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

I have also visited Jackson Hole 9 times since 2002, and have, in fact, just returned from the area on September 6th, 2014. I am quite familiar with the greater area and with the Moose Wilson Road. The southern portion of it is paved (from the Wilson Junction to Teton Village) and the more northerly portion to Moose is where the more curving, unpaved portion exists. On the paved, straighter portion the maximum speed limit is 45 mph but on the curved portion it can often be wise to go no more than 20 mph.

As development has increased in Teton Village the pressures upon the southerly portion have greatly increased and have been reasonable well accommodated, but I was unaware that the northerly portion was also feeling such pressures. It is therefore absolutely imperative that the study team include individuals who are familiar with the route and knowledgeable regarding the varying aspects of its changing character from start to finish.

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

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts. I also believe that a secondary road from Teton Village to Moose, to parallel the older unpaved portion but further eastward and straighter, could be a viable plan. That road could in turn be connected to the main highway to the east easily. There is a similar road that grants access to a development south of the airport where the golf course was built with surrounding homes, that runs perpendicular to the main highway where, incidentally the speed limit is 45-55 mph depending upon area, traffic pressure, weather, and wildlife. At times there are also large electronic signs alerting drivers to even slower limits, as are often the case to enable road repair and maintenance. Such difficulties ARE amenable to solution but it would be wise to develop a strong program of public education to assure visitors understand that they are entering a sensitive area and are expected to do so with caution and respect!

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. It is also the home and natural habitat of some of our most interesting and valuable wildlife. Just because the area is beautiful and inviting does not mean that human beings should be allowed to inhabit or exploit it without restriction.

Thank you for considering my opinions.

Sincerely,
Patricia I. O'Reilly, La Mesa, California

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1124

Author Information

Keep Private: No
Name: Barbara Miller
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Franklin, NJ 07416
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1125

Author Information

Keep Private: No
Name: Robert C. Posch
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Fort Lauderdale, FL 33305-1928
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1126**

Author Information

Keep Private: No
Name: Julie Frazier
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Elwood, IN 46036
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1127**

Author Information

Keep Private: No
Name: Jon Anderholm
Organization: United Educators of San Francisco
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Cazadero, CA 95421-9652
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Protect, preserve the habitat...

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1128

Author Information

Keep Private: No
Name: Joe Marsala
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Knob Noster, MO 65336
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Joe Marsala

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1129

Author Information

Keep Private: No
Name: william p. mittig
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
mariposa, CA 95338
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Thank you.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1130**

Author Information

Keep Private: No
Name: Sandra L. Leaper
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Dunnellon, FL 34432
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
I support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

Comments: I support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1131

Author Information

Keep Private: No
Name: Nancy P. White
Organization: NPCA
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Spokane Valley, WA 99216
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

Allowing for encroaching development is not the way to preserve our park; it threatens the very things people come to Grand Teton NP to see and experience. Follow the money, it only enriches the developers and robs the rest of us of the park we treasure.

Comments:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1132**

Author Information

Keep Private: No
Name: Jamie Dalsbo-Olson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Milwaukee, WI 53228
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Thanks!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1133**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Bethesda, DC 20814
USA
E-mail:

Correspondence Information

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

Correspondence Text

Protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1134

Author Information

Keep Private: No
Name: Elisabeth N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Saint Louis, MO 63110
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States. It also represents some of the best of what America has to offer to international visitors.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1135

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Rochester Hills, MI 48307
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1136

Author Information

Keep Private: No
Name: theresa finkbeiner
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
pensacola, FL 32503
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1137

Author Information

Keep Private: No
Name: Vernon and Mary Joyce Dixon
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Hiawassee, GA 30546
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1138**

Author Information

Keep Private: No
Name: Richard Creswell
Organization: NCPA
Organization Type: I - Unaffiliated Individual
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Lakewood, CO 80227
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Please reduce traffic on Moose Wilson road even seasonally closing the road for a quieter park and an wildlife corridor.

Topic Question 2:
Allowing traffic to continue and increase on this road would harm the quality of the park and hinder wildlife ability to cross the road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1139

Author Information

Keep Private: No
Name: Kerry McNeil
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Panama City, FL 32405
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you. Kerry McNeil

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1140**

Author Information

Keep Private: No
Name: Kathy Schaeffer
Organization:
Organization Type: I - Unaffiliated Individual
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Montesano, WA 98563
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1141

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Santa Fe, NM 87505
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1142

Author Information

Keep Private: No
Name: Nancy R. Griffith
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Sacramento, CA 95819
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I think reducing the number of vehicles, maintaining slow speeds, and definitely eliminating commercial and commuter traffic along the road would help. A one-way road option, or temporary or permanent road closures of all or part of the road that would allow for safe pedestrian and bicycling use would be good. I think the development of a shuttle bus system would be useful to decrease traffic impacts.

Preserving the natural values of the park area should be the guiding principle.

Topic Question 2:

Development in the area should be avoided. There are plenty of developed areas. But the Park System needs to maintain the wildness that is still there. Once developed there is no way to return to wildness and that would be a huge loss.

Topic Question 4:

I think we should keep these words from the 1916 Organic act in mind. "...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."

Comments:

As the Environmental Impact Study begins, please prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1143

Author Information

Keep Private: No
Name: maria gritsch
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
los angeles, CA 90046
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Topic Question 2:

It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided

Topic Question 4:

I am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1144

Author Information

Keep Private: No
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marcell, MN 56657
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1145

Author Information

Keep Private: No
Name: carolyn massey
Organization:
Organization Type: I - Unaffiliated Individual
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quincy, IL 62301
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

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Thank you.

Topic Question 2:

[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1146

Author Information

Keep Private: No
Name: Marc Beschler
Organization:
Organization Type: I - Unaffiliated Individual
Address:
New York, NY 10022
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1147

Author Information

Keep Private: No
Name: Gillian Suess
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Cedarville, IL 61013
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1148**

Author Information

Keep Private: No
Name: Julie Slater-Giglioli
Organization: Ms.
Organization Type: I - Unaffiliated Individual
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West Hollywood, CA 90046-5500
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

STOP POLLUTING OUR CLEAN AND HEALTHY WATER SUPPLIES AND DO NOT LIMIT
ACCESS TO HEALTHY CLEAN WATHER TO ANYONE IN THIS UNITED STATES OF AMERICA
NOR ANY WILDLINDS OF OURS!!!!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1149

Author Information

Keep Private: No
Name: Marlena Lange
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Middletown, NY 10940-4708
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela:

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 2:

[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1150**

Author Information

Keep Private: No
Name: Gregory D. Gumina
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Birmingham, MI 48009
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Anything that will create a positive output for the well being of the animals and other wildlife in the canyon.

Topic Question 2:
I'm not very informed but all I can say is that if what is in the original plan does not do us a world of good then scrap it and make something that will work both for the environment and humanity as we know it.

Topic Question 3:
Honestly I can't think of any

Topic Question 4:
Can't think of anything

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1151

Author Information

Keep Private: No
Name: Travis L. Jensen
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Salt Lake City, UT 84111
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I like Alternative D best. I normally bring my bike wherever I travel these days, looking for opportunities to experience nature that way instead of driving everywhere. I think this option allows people to access the area with less impact to wildlife and will encourage less traffic. My family and others that I know are looking for more opportunities to view scenic areas by bike or on transit systems (like they have at Zion NP) that help cut down on the traffic impacts that degrade the national park experience.

Topic Question 2:

I don't think the gates and closures (Alternatives B and C) are a good idea. I like some of the intent behind it, but I don't think the diverted traffic is a good idea and I'd much rather see emphasis placed on transit options and encouragement/provision of a pathway for bicyclists.

Topic Question 3:

A pathway along the Moose-Wilson Road is really necessary for safety in my opinion. I support doing it in way that minimizes environmental impacts (like the paths near Jenny Lake inside the park), but I do think it's necessary. It would be good to have now but will be even more helpful once the path from Jackson to Teton Village is complete.

Topic Question 4:

Just that I absolutely love Grant Teton NP. I've been coming there since I was a kid in the early 80s and would have loved to have had non-motorized pathways back then. I'm completely supportive of the paths that have been installed already and really hope that the pathway/transit combo focus in Alternative D will be chosen as the preferred one.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1152

Author Information

Keep Private: No
Name: Sandra Walters
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED].
Driggs, ID 83422
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
To hold development to its current levels.
Because the wildlife's survival depends on it.

Topic Question 2:
Increased development/urbanization.
Because it does not fit the character of the area.

Topic Question 4:
Every time we drive on Moose=Wilson Road, we see wildlife in one form or another. In addition, we see tourists who want to see wildlife. Don't kill the goose that laid the golden egg. People come to the area to see wildlife and nature.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1153

Author Information

Keep Private: No
Name: Susan K. Welsford
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Norton Shores, MI 49441
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

Grand Teton National Park (and all others) belong to the citizens of this country and were deemed natural areas to view nature and wildlife with little or no encroachment or disruption by humans. Any roads or infrastructure deemed absolutely necessary must have as little impact as possible on the natural landscape, environment and the wildlife who live there.

Topic Question 2:

Nothing that would compromise the aforementioned qualities of our parks should be allowed. Very specifically, there should be no hunting, fishing, trapping, mining, logging, drilling, fracking or any other activity should be allowed. There must not be any snowmobiles, ATVs, dirt bikes or any other recreational motorized vehicles allowed.

Topic Question 4:

Keep all national parks natural and pristine areas where wildlife can live free from the threat of harm and humans can enjoy nature and all its beauty. These lands must not be compromised for any reason and cannot be sold, leased or loaned at any cost.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1154

Author Information

Keep Private: No
Name: Laurie M. Schwaller
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Three Rivers, CA 93271
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

We are especially concerned about the future of the Moose Wilson Road Corridor in Grand Teton National Park. We have visited Grand Teton twice and hope to be able to return. We greatly value the wildlife, scenery, and historic values of the Moose Wilson Road Corridor. Increased traffic impacts and increased development could destroy this legacy. The park service must maintain the low-speed, winding, less-intrusive character of this road to preserve the historic character, solitude, and scenic and wildlife values of this special area.

As the EIS begins, please prioritize maintaining this road as a quiet park destination and wildlife-viewing area; do not allow it to become a busy, high-speed traffic route. Please provide and enforce traffic management techniques to limit the number of vehicles, maintain slow speeds, and eliminate commercial and commuter traffic along the road.

Please also consider alternatives such as a one-way traffic at specified times, or temporary or permanent road closures of all or part of the road. This would allow safe pedestrian, wheelchair, and bicycling use of the road corridor. Please also consider and provide a definite plan for a shuttle system that could largely (or wholly) replace private automobile use in this corridor.

We also support the use of seasonal closures, efforts to limit winter disturbance of wildlife, and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided by every means possible.

Grand Teton belongs to all the people of our country, and is also cherished by people from around the

world.

Thank you for doing all that you can to protect Grand Teton's amazing and increasingly rare resources, including the above suggestions for managing the Moose Wilson Road Corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1155

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Alternative D. I biked across the U.S. in 2000 and went through the Tetons. Please create a safe pathway that encourages people to safely enjoy the corridor outside a car.

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area-wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. That's crazy!

Topic Question 4:

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1156

Author Information

Keep Private: No
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Organization: Everett- 00930000
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
14 2nd St # 2

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1157**

Author Information

Keep Private: No
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jackson, WY 83001
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Correspondence Information

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

Correspondence Text

Topic Question 1:
more bike paths mean more safety. do not shut down access, terrible move.

Topic Question 2:
closing the road would hurt access, business, tourism, and everything else

Topic Question 3:
no

Topic Question 4:
please put in a bike path to keep folks safe

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1158

Author Information

Keep Private: No
Name: Cynthia Lehman
Organization:
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Correspondence Information

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

Correspondence Text

Let's think about what Teddy Roosevelt would do and maintain as much land as possible in pristine condition, unharmed by roads, buildings, and other forms of development.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1159

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

"Dear Superintendent Vela,

"I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

"Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

"I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

"Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

"Thank you.

"We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future."

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1160

Author Information

Keep Private: No
Name: Eric Gebhard
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1161

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The NPS alternative to use a future small shuttle system should be carried forward. Please develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Also, the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance.

Last, do not allow development in areas that have not been previously impacted/developed.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the

road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1162

Author Information

Keep Private: No
Name: Tom M. Peace
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Minimize the wild and suburban type interface

Topic Question 2:
Unbridled growth

Topic Question 3:
Unpopular decisions will need to be made to stop unbridled groth. Say "WHOA!!!"

Topic Question 4:
WHOA1111

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1163

Author Information

Keep Private: No
Name: Ocean Pellett
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Address:
Waterford, CT 06385
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Within the greater Yellowstone/Teton region gravel roads like one experiences in Denali National Park would be a good idea to protect the wildlife.

Topic Question 2:

Paved roads within Wildlife corridors lead to more animal stress and even death due to collisions. Winter closure allow wildlife to have a chance to forage where they need to.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1164

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Louisville, KY 40207
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special place.

Topic Question 2:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1165

Author Information

Keep Private: No
Name: Frederick Hamilton
Organization:
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Frederick Hamilton

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1166

Author Information

Keep Private: No
Name: Frank J. Boggio
Organization:
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Three Rivers, MI 49093
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Lowest impact on wildlife.

Topic Question 2:
More traffic is bad. Building up and commercializing takes away from the Park.

Topic Question 4:
Quit exploiting our wildlife and National Parks for PROFIT! It is disgusting. There is enough of that in the outside world. We go to the National Parks to get away from that mentality!

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of

alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1167

Author Information

Keep Private: No
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Los Angeles, CA 90025
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The early stages of the plan should cast a wide net so that visitors to the park and others who may not be aware of it can participate. The plan should not place emphasis on short-term economic ends when compared to long term conservation/preservation values.

Comments:

Dear Superintendent Vela,

My family's visit to the Grand Tetons and Yellowstone National Parks many years ago still remain a wonderful memory to me these many years later. Anyone who visits these truly unique places knows that they deserve to have special protections from the pressures of urban and commercial development.

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. Those who wish to see the area will be more than happy to slow down, take a deep breath and enjoy this special environment. Not every view must be readily available to all. Some places lose their special qualities specifically when they become too easy to reach.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. It must be protected and preserved for the long term.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1168

Author Information

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Organization Type: I - Unaffiliated Individual
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fargo, ND 58108
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1169

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

Please protect the beauty and serenity of the Moose Wilson Road Corridor in Grand Teton National Park.

I am writing to express my concerns about the future of this area. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you for helping to preserve our magnificent natural areas for future generations.

Sincerely,
Arlene Patoray

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1170

Author Information

Keep Private: No
Name: Kurt R. Schwarz
Organization:
Organization Type: I - Unaffiliated Individual
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Ellicott City, MD 21042
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

Thank you for the opportunity to comment on the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a user of national parks and other federal and state lands to enjoy the wildlife, scenery, and historic values of this road and am concerned about traffic impacts and calls for increased development, which would be to the detriment of these assets. I urge the Service to maintain the low-speed, winding, gravel road in order to preserve the historic character, solitude, quiet, scenic and wildlife values of this area.

In the Environmental Impact Study please ensure that this road remains a quiet park destination and wildlife-viewing area rather than a busy traffic route. The Service should use traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. The alternatives should include items like a one-way road option, or temporary or permanent road closures of all or part of the road, allowing for safe pedestrian and bicycling use within the existing road prism. The NPS alternatives should include definite plans for future small shuttle system, which would go a long way toward reducing vehicle trips and impacts. Please also limit winter disturbance of wildlife and provide alternatives that protect wildlife security and movement corridors from human disturbance. Finally, please to not allow development in areas that have not already been developed. While the residents of the local community deserve opportunities, it should not be at the expense of outdoor resources that belong to the entire nation.

Thank you for consideration of these views.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1171

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Myron Weiskopf

î ¢

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1172

Author Information

Keep Private: No
Name: Drew Martin
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: Lake Worth
[REDACTED]
Lake Worth, FL 33460
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I oppose changes in the Moose-Wilson Road in the southwest corner of the Grand Teton National Park.

It provides a chance to see moose, grizzlies, elk, deer, and beavers often seen just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park.

Over the past ten years this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife.

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

Topic Question 2:

Increased traffic, particularly during winter months.

Topic Question 3:

Please limit vehicle traffic. One way to do this would be to encourage non-car traffic to view the park.

Topic Question 4:

Please do not develop or open areas that have not been open to traffic. This areas should remain wildlife habitat.

Comments: I oppose more roads inside our National Park System.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1173

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Watertown, MA 02472
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

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Sincerely,
Mary Austin Gilfoyle

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1174

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
New York, NY 10009
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Dear Superintendent Vela,

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1175

Author Information

Keep Private: No
Name: Rick Whitman
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Billings, MT 59105
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Rick Whitman

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1176

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Carlsbad, NM 88220
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1177

Author Information

Keep Private: No
Name: Lorenzo Diaz
Organization:
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Hialeah, FL 33015
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1178

Author Information

Keep Private: No
Name: Kenneth C. Robertson
Organization:
Organization Type: I - Unaffiliated Individual
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Kansas City, MO 64151
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

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Topic Question 2:

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Topic Question 3:

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Topic Question 4:

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Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1179

Author Information

Keep Private: No
Name: thomas r. warner
Organization:
Organization Type: I - Unaffiliated Individual
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Loveland, OH 45140
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
protect park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Topic Question 2:
resist the powerful special-interest groups trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources

Topic Question 4:
let the Park managers, with the best interest of the park, develop a plan that will shape the future of this critical landscape without outside influence and lobbyists whose focus is on making money!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1180

Author Information

Keep Private: No
Name: Ann Khambholja
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Tucson, AZ 85756
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1181

Author Information

Keep Private: No
Name: Lisa Fowler-Kobylewski
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Cherry Valley, IL 61016
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1182

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
asheville, NC 28804
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1183

Author Information

Keep Private: No
Name: Laura Horowitz
Organization: NPCA
Organization Type: I - Unaffiliated Individual
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Pittsburgh, PA 15217
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

The very last thing parks should be used for is funneling traffic. These areas are prized in part for their

quiet and serenity. Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1184

Author Information

Keep Private: No
Name: Gerald Orcholski
Organization:
Organization Type: I - Unaffiliated Individual
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Pasadena, CA 91104
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
see below

Topic Question 2:
see below

Topic Question 3:
see below

Topic Question 4:
see below

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1185

Author Information

Keep Private: No
Name: Janet Robinson
Organization:
Organization Type: I - Unaffiliated Individual
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Boca Raton, FL 33433
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think the most important thing is to protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. While it's nice to have people enjoy the area, it is more important to protect the wildlife in the area.

Topic Question 2:

There should not be any more development or roads added to the area. The saying "You build it, they will come" is certainly true and the area doesn't need more people or traffic.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1186

Author Information

Keep Private: No
Name: Victoria Grubbs
Organization:
Organization Type: I - Unaffiliated Individual
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San Diego, CA 92126
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to you asking you to please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Please note, I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided. It is important to keep this area as pristine as possible.

Thank you for all you do to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Victoria Grubbs

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1187

Author Information

Keep Private: No
Name: Laura M. Eppig
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bay Shore, NY 11706
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The safety & welfare of all Wildlife and habitat should be the primary concern of any & all proposals made that have any impact, no matter how negligible it may be perceived.

Topic Question 2:

Opening the roads to further traffic & disturbance of the Wildlife & serenity of the environment is totally incompatible with the very reasons we visit our National Parks.

Topic Question 4:

Sometimes the only prudent solution is to NOT make any changes to the current situation. Doing so would only harm an already fragile environment.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Laura M. Eppig

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1188**

Author Information

Keep Private: No
Name: Carole yandell
Organization:
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COARSEGOLD, CA 93614
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: I am still learning about this situation. We have similar problems in Yosemite, CA. We want as many people as possible to see the wonders of these areas. But without a number limit, these wonders very possibly might not continue to exist. How do we find the healthy balance? There is the question! Make reservations, be patient.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1189**

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Torrance, CA 90505
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Correspondence Information

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

Correspondence Text

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1190

Author Information

Keep Private: No
Name: Paul Tarlowe
Organization:
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Hackettstown, NJ 07840-4104
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1191

Author Information

Keep Private: No
Name: James M. Jackson
Organization:
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Fern Park, FL 32730
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1192

Author Information

Keep Private: No
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Organization: private citizen
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Salt Lake City, UT 84105
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

1. Re-route the road between Sawmill Ponds and turnoff to Death Canyon [Alts. B and D] in order to protect fragile habitat and busy animal corridor and feeding area.
2. Put just one road entrance to M-W road across from Chapel Road so it is inside the Park's fee area [Alt. B]. This will minimize expense of building and staffing an extra entrance station on current road, will avoid day-to-day schedule fluctuations which will be difficult and expensive to administer and extremely frustrating to Park visitors, will clean up the cluster of roads in the Moose/Murie Ranch area, and will cut down on use of M-W as a commuting route for locals who currently enter without impediment from the north end.
3. Make one Death Canyon/White Grass access road [Alt. D]. This will cut down on having two parallel roads in the small area, will reduce maintenance expense, and will integrate White Grass into public perception instead of leaving it out there as a secret alcove.
4. Add the multi-use pathway [Alt. D]. This will facilitate more foot and peddle enjoyment of the resource (and hopefully pull some motor vehicle pressure off the area), will solve a huge safety risk inherent in the current arrangement, will create a foot/peddle back entrance to LSRP, will provide a lighter/softer/quieter human impact on the M-W corridor. You will, however, need to provide vehicle parking at the north and south ends of M-W so people can load/unload for foot/peddle use, a la Windy Pointe and Moose Entrance with current bike path.
5. I hate to admit it, but pave the unpaved section of M-W [Alt. B]. This will cut down on dust, will avoid

the nasty potholes, will save on maintenance expense, and will help fix a bad mix of creeping and rowdy driving styles. The unpaved section is not preserving any aesthetic value.

5.

Topic Question 2:

1. Please don't double up on the north end entrances [Alts. C and D]. This is expensive to build and staff, and it just adds to the area's already complicated series of roads, parking and buildings. Simplify, don't multiply the facilities.

2. Please don't double up on the Death Canyon/White Grass access roads [Alt. C]. This is expensive, and doubles the vehicle impact on a quiet corner of the Park.

3. Please don't put in the half-way traffic break at LSRP [Alt. B]. This will make the LSRP a traffic center instead of a serene destination, it will create bad visitor management problems for the folks who inevitably miss the signs or who run out of daylight or trip time when they find themselves stuck at the end of a dead end road but with nothing more than a curb separating them from completing a through trip. Sorry, but this is just a bad idea.

4. Please don't impose separate car days and foot/peddle days. The travel culture of the M-W corridor was set a long time ago, and it will create confusion and frustration to have shifting schedules based on what will appear to many as simply administrative fiat. Don't set our Park personnel up to be the hall monitors on an awkward notion like this.

5. Please don't set up queuing lines and wait stations (or a reservation system) at the north and south ends of the M-W road. This will be a bottleneck, an eyesore and a source of frustration for Park visitors and Park staff alike. There will be excessive idling. There will need to be restrooms, trash receptacles, picnic tables, and pet relief areas. This idea makes images of Disneyland dance in my head.

6. Please don't let trailers, motorhomes, buses or commercial through traffic (cabs, etc.) run on the M-W road. That is not part of the established order, and it will just turn an idyllic back country lane into a thoroughfare.

Topic Question 3:

1. Have you considered turning the old road bed between Death Canyon turnout and the Sawmill Ponds into the designated foot/bike path, similar to a rails-to-trails conversion? This would save some money and cut down on the impact of establishing yet another new lane of travel parallel to the new road along that stretch.

2. Have you considered establishing some type of visitor center or service at White Grass Ranch? It is historically interesting, it is a beautiful restoration demonstration project, and it would be a neat new place of interest for seasoned GTNP visitors.

Topic Question 4:

1. M-W is too established in local and visitor patterns to allow ratcheting back to minimal use and low impact without a huge outcry. Restoration of the LSRP area was possible because the historical use was surrendered to a new paradigm. M-W doesn't have this essential element; and a forced conversion will

cost more in resentment, disappointment, political capital and enforcement problems than any conceivable benefit.

2. It is essential to separate foot/bike traffic from the cars on M-W. Death is knocking at the door every day on that stretch.

3. Bikes are here to stay in the Natl. Parks. They add a unique means of experiencing a Park, they are quiet and low impact, they are family and fitness friendly, and they generate their own culture and aesthetic.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1193**

Author Information

Keep Private: No
Name: Ken Box
Organization:
Organization Type: I - Unaffiliated Individual
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Austin, TX 78703
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Move the traffic away.
All wildlife should be protected.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1194

Author Information

Keep Private: No
Name: Richard Ray
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1195

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Development in areas that have not been previously impacted should be avoided. This area needs to be preserved and protected. Is everything for sale? I would like to think not.

Topic Question 4:

I consider it highly important that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1196

Author Information

Keep Private: No
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Organization: Ms.
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springboro, OH 45066
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 2:

the encroachment of mining and off-road vehicles and traffic should be limited and restricted

Topic Question 4:

Limit development, land and nature has a value on its own, needs to be preserved and protected

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1197

Author Information

Keep Private: No
Name: Lou Baxter
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Organization Type: I - Unaffiliated Individual
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Melbourne, UN 3068
AUS
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing as a biologist to express my concerns about the future of the Moose Wilson Road Corridor within the Grand Teton National Park.

Knowing the importance of national parks, I am a strong supporter of the national park system. The current road possesses wildlife, scenery, and historic values and I am concerned that unacceptable traffic impacts and increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road as is to preserve the historic character, solitude, scenic and wildlife values of this special area.

Therefore it is vital that you ensure that, as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States and, indeed, from other parts of the world.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1198

Author Information

Keep Private: No
Name: Michael Fall
Organization:
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Monclova, OH 43542
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1199**

Author Information

Keep Private: No
Name: Lisa J. Deckert
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]
Address Line 2

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1200**

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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springville, AL 35146
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Correspondence Information

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

Correspondence Text

Topic Question 2:
After visiting the R lazy S ranch in august,I found out just how special the horseback riding trails are. They give you the opportunity to see just how beautiful and unspoiled those areas really are. Do not allow bike riders to spoil the beauty of these woods by tearing up the trails. There are plenty of bike paths along the roads. To me this was the most memorable vacation I have ever had. I plan to come back every year to repeat the experience. Please do not let anyone spoil this beautiful country. thank you. H.T.Lavett

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1201

Author Information

Keep Private: No
Name: Patti Packer
Organization:
Organization Type: I - Unaffiliated Individual
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Scotia, NY 12302
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1202

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1203

Author Information

Keep Private: No
Name: Tina Ann
Organization:
Organization Type: I - Unaffiliated Individual
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Bolinas, CA 94924
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you,
Tina Ann

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1204

Author Information

Keep Private: No
Name: TODD WILSON
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1205

Author Information

Keep Private: No
Name: jacquelin m. perry
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Correspondence Information

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

Correspondence Text

Topic Question 1:

It is always good to have a plan for the future. It is especially true for a national park, since traffic seems always to get worse everywhere. We want to keep as close to the current situation with the presence of as much wildlife as possible.

Topic Question 2:

Further development of traffic and noise in the area would will cause the wildlife to retreat and, hence be unseen by park visitors.

Topic Question 3:

I dont know, but the continuing increase of traffic on the road is a continuing threat to the enjoyment of seeing all the wildlife in the surrounding area.

Topic Question 4:

Please do not make it easier for traffic to increase on that road. It would destroy the present excitement of seeing the great variety if wildlife in such a natural setting.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1206

Author Information

Keep Private: No
Name: Kyle C. Bracken
Organization: National Parks Preservation Association.
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Correspondence Information

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

Correspondence Text

Topic Question 1:

I think that wilderness is best left untouched. Animals can mostly take care of themselves and when they need help we should help them. If the issue is traffic then we should study where most of the wildlife is spotted and avoid roads through these areas. Avoid development in areas where the water may become polluted so that people and animals can use the water. Its best to create a big area of nature preserve instead of little spots here and there that have developments on and off. If you have to build roads and access ways then please build them in no more than 25% o the park area and mostly in one location or in the circumference of the park.

Topic Question 2:

Not achieving the purpose is to over develop our wilderness and sell parts of it off to fracking, and logging and developments. Further, not achieving the goal would be to make it so that our children and their children enjoy less of it than we have enjoyed, that is a failure.

Topic Question 3:

Please consult the wildlife scientists, veterinarians, geologists, botanists, plant experts, other wildlife experts, hunters, poi lets, and possibly military and fire when developing lands that consist of great open spaces of wilderness and their developments or wanting to develop them.

Topic Question 4:

Less is more and essentials necessary as possible.

Comments: Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1207

Author Information

Keep Private: No
Name: James L. Tyree II
Organization: Citizen
Organization Type: I - Unaffiliated Individual
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Portland, OR 97225
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 2:

Anything which makes the habitat area more busy noisy or otherwise less wild.

Topic Question 3:
Wildlife only, exclude people.

Topic Question 4:
None.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.


Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely, James L Tyree II

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1208

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

As the Environmental Impact Study begins, please prioritize the Moose-Wilson Road Corridor as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. In addition, it is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism.

Topic Question 2:

Increased development and paving the road would create unacceptable traffic impacts; moreover, calls for increased development would destroy the wildlife, scenery, and historic values of this road.

Topic Question 3:

Seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance need to be implemented. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

If a shuttle system is being considered, such a system needs to be carefully planned, in detail, and with an

eye toward the environmental impacts of such a system. Many small buses emit far more pollutants than automobiles; could these buses either be electric vehicles or less desirable but better, fueled by natural gas? How woulds these shuttle buses be used to decrease traffic impacts?

Comments: As a frequent visitor to both Grand Teton and Yellowstone National Parks,I am concerned about the future of the Moose-Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. NPS must not let this happen.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1209

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.
Ford Mauney

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1210

Author Information

Keep Private: No
Name: Michaelene M. Manion
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 2:

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1211

Author Information

Keep Private: No
Name: Rodney K. Davis
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1212

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Columbus, OH 43203
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1213

Author Information

Keep Private: No
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Organization:
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Correspondence Information

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

Correspondence Text

Topic Question 1:

I would like to see rangers in the area at all times. Some visitors do not consider what is in the best interests of the wildlife. In their excitement seeing the animals, they crowd the animals which alters their routine. This creates much stress for the wildlife.
I think the area should be closed at times to the public.

Topic Question 2:

I don't think making it a one way road will decrease the number of people in this area.

Topic Question 3:

Having ranger-led hikes in the area

Comments:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I have been privileged to visit GTNP twice within the past 3yrs and to travel on Moose Wilson Road. I have been awed by the sight of moose, elk, bear and beaver. I would hate to have this opportunity lost or diminished. However, I agree something must be done. I was witness to a crowd of tourist who were much too close to a black bear as it was trying to cool down in the ponds. The bear was panting due to the anxiety of being followed by the curious crowd. It was a hot day and the bear paced back and forth across the road and was never able to find peace and comfort in the water of the

ponds. My husband and I left the area and drove to the Moose Wilson Visitor Center to report what was occurring. We knew that something tragic, either for the bear or the people who were much too close to him, could happen at any moment. A park ranger went to the area and instructed the tourists to move on. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.
Kathleen Mancino

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1214

Author Information

Keep Private: No
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Organization: Western Lake Erie Sierra Club
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am truly concerned about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am sure that unacceptable traffic impacts and calls for increased development could destroy these qualities. Please allow and help the park service to maintain the low-speed, winding, gravel roads to preserve the historic character, solitude, scenic and wildlife values of this special area.

As the Environmental Impact Study states, you need to prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road network. Although the NPS alternatives mention the use of a future small shuttle system, the park service needs to develop a definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is a natural gift to the residents of the local community; but it is also landscape that is owned

by, cherished, and enjoyed by people from across the United States.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your careful actions will set an example for how the park will manage critical road corridors in the future. We must give Nature priority in our plans.

Thank you.

Sincerely,
Kristina Moazed

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1215

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Hopewell, NJ 08525
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Although, I live in New Jersey, Grand Tetons/Yellowstone is our favorite vacation area. The wilderness and wildlife are the reasons we love it. Please protect them.

Thank you.

Sincerely,
Erica Johanson

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1216

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1217

Author Information

Keep Private: No
Name: Jon Levin
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Macungie, PA 18062
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1218

Author Information

Keep Private: No
Name: Lorraine D. Johnson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98118-2851
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1219

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seattle, WA 98133
USA
E-mail:

Correspondence Information

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

Correspondence Text

A peaceful future for the Moose Wilson Road Corridor within Grand Teton National Park is hanging in the balance. I love our national parks and am a huge supporter of the national park system. Please keep this road from being overused by too many vehicles or developed as that will destroy the wildlife, scenery, and historic values of this road. The park service needs to maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

As the Environmental Impact Study begins, please prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. Our parks were not put here to be developed and destroyed by companies only looking to profit off the parks many treasures. They are supposed to be places for peace and quiet and a refuge for the animals. Turning the Moose Wilson Road Corridor into a super highway will destroy this peaceful area forever. You have the power to make sure it remains the scenic, low speed road that has served this area perfectly for years and years.

Alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1220

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Ojai, CA 93023
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The following comment is copied and pasted from the NPA, but it expresses my concern for the preservation of the quality of the area under consideration.

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1221

Author Information

Keep Private: No
Name: Kim George
Organization:
Organization Type: I - Unaffiliated Individual
Address:
DeSoto, TX 75115
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1222

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seattle, WA 98105
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1223

Author Information

Keep Private: No
Name: Paul Szymanowski
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Curtice, OH 43412-0074
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1224

Author Information

Keep Private: No
Name: Gary G. Borda
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Vienn, VA 22182
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

My family and I have enjoyed the National Parks for over 20 years. We have visited many of the parks, including Grand Teton NP, and we love the wild solitude and wilderness landscapes of each park. I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1225

Author Information

Keep Private: No
Name: John Heyneman
Organization: NPCA
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Webster, NY 14580
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1226

Author Information

Keep Private: No
Name: Shonda L. Hannah
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Woodstock, GA 30188
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1227

Author Information

Keep Private: No
Name: Marcella d. Hudson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Whites Creek, TN 37189-9183
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1228

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Bentonville , AR 72712
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1229

Author Information

Keep Private: No
Name: Andrea C. Bowen
Organization: none
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lawrence, KS 66046
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
making room for wildlife in economic growth

Topic Question 2:
nature needs space, I understand the need for growth, but without costing the loss of all animals. I suggest working together to prevent extinction and loss of tourism

Topic Question 3:
non lethal strategies, let existing organizations move animals to safe havens, then develop. Over hunting will cause a great extinction where not even cattle will exist. Must save species to save development then everyone wins.

Topic Question 4:
work with nonlethal organizations to keep the peace and prevent unnecessary violence

Comments: Logistics is working together even with nonlethal wildlife management.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1230

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Jose, CA 95111
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E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 4:
Disallow any more commercial developments near parks.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1231

Author Information

Keep Private: No
Name: Andrea C. Bowen
Organization: none
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lawrence, KS 66046
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
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Topic Question 2:
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Topic Question 4:
work with nonlethal organizations to keep the peace and prevent unnecessary violence

Comments: Logistics is working together even with nonlethal wildlife management.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1232

Author Information

Keep Private: No
Name: Sara m. Mumm-Frehse
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Minneapolis, MN 55411
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

sharon_mader_90b.jpg

Sharon Mader
Grand Teton Program Manager

Hi my name is Sara. I love the outdoors and really hate watching the world as it takes over all the wonderful wild places that we still have. I think it is important to continue to preserve these places like the Grand Teton Park. Please don't destroy one of the few natural areas we have left.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1233

Author Information

Keep Private: No
Name: Mary F. Vondrak
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Glenn Dale, MD 20769
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1234

Author Information

Keep Private: No
Name: Mr and Mrs Richard N. Huff
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Fort Wayne, IN 46815-7335
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1235

Author Information

Keep Private: No
Name: Suzanne M. Milewski
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Apt. 139
Parkersburg, WV 26104
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

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Sincerely,

Suzanne M. Milewski

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1236

Author Information

Keep Private: No
Name: Sarah Whistler
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Los Angeles, CA 91602
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Sarah Whistler

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1237**

Author Information

Keep Private: No
Name: Robert du Rivage
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
candler, NC 28715
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

No more roads

Topic Question 2:

no more roads

Topic Question 3:

no more roads

Topic Question 4:

no more roads

Comments: no more roads

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1238

Author Information

Keep Private: No
Name: Tami Schmickle
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Sedona, AZ 86336
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Tami Schmickle

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1239**

Author Information

Keep Private: No
Name: Sheri Dotson Parker
Organization: Fennel Creek Habitat Team
Organization Type: I - Unaffiliated Individual
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Bonney Lake, WA 98391
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
whatever safely protects all wildlife & what's necessary.

Topic Question 4:
Wildlife & nature protection should be a higher priority! Especially by our various levels of government.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1240

Author Information

Keep Private: No
Name: Jennifer Martucci
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Laurel, MD 20723
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1241

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Endwell, NY 13762
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

To limit the traffic through the corridor as not to disturb the animals habitat. The animals need to have their habitat protected and they cannot speak for themselves. Do not allow traffic during the winter months for the health and well being of the animals.

Topic Question 2:

Increasing the traffic and/or using a shuttle. It's bad for the stress level of the animals in their natural habitat. They are being intruded upon and they were there first. We have a habit of pushing ourselves into areas where animals are living and then complain that they are harming our pets, eating our shrubs, etc...

Topic Question 3:

Find a different route.

Topic Question 4:

Protect and preserve the animal habitats now for future generations to enjoy.

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1242

Author Information

Keep Private: No
Name: Ranyon Darge
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Wilson, WY 83014
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Bike path and full public access. Open all year round.

Topic Question 2:
Limiting public access to our national park roadways. More parking should be created to eliminate moose jams. Bike paths with amenities, such as rest stops, drinking fountains and scenic viewing areas are the answer to this problem.

Topic Question 3:
Cross country multi use hiking and biking trails that present the glory and beauty of this area. Why confine everyone to one route? I could build and design a trail that would expose everyone to the profound greatness of this national treasure.

Topic Question 4:
It will be a tragic crime if public access to this area is limited. Humans will respect nature more if they are allowed to experience it and isn't that one of the major goals of our national parks?

Comments: Bike paths are a great way for people to experience the park, no gas fumes and you see and feel more of nature. How could you not envision this as the green path to the future? Winter too.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1243

Author Information

Keep Private: No
Name: Holly Nelson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Winneconne, WI 54986
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

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Thank you,

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

Holly

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1244**

Author Information

Keep Private: No
Name: Peter S. Mulshine
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Phillipsburg, NJ 08865
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
We need to show respect for Native Americans & return lands to them & Americas sacred Animals.

Topic Question 2:
[REDACTED]

Topic Question 3:
Park vehicles should run on hydrogen fuel made from seawater.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1245

Author Information

Keep Private: No
Name: Lori A. Robinson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Santa Barbara, CA 93108
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I think the road should be left as is, no trees and bushes cut down, the fences taken out and no new separate bike path added. I have visited the Tetons every year for the past 6 years and lived in Moose for one of those years. I am very familiar with the Moose Wilson road. I have driven it, biked and hiked and cross country skied on it. It is great just the way it is, pot holes and all. Every time I drive on it there is significant wildlife sightings. And currently people drive way too fast on the paved sections scaring the wildlife. I have seen deer run for cover, elk hit with headlights in their eyes and stunned into confusion, grouse stop displaying due to stress of autos, and bears and moose and fox confused by the cars and tourists. The current level of traffic and the speed at which it goes through is already having a huge negative impact on a highly critical wildlife habitat.

Topic Question 2:

NO separate bike path. That is so unnecessary and I say this as an avid biker. What a waste of money, space and time.
NO paved road. The pot holes are horrible to drive over but this is a park in wildlife habitat. Most parks in the world do not pave their roads to perfection. Again a waste of money.

Topic Question 3:

I think the Park should consider having a shuttle only access road for Moose Wilson. The fees would be good for the Park. It would eliminate fast driving traffic, traffic jams, stress on the animals, and bikes could be allowed at the same time.

Topic Question 4:

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

Mentioned in #3.

I am in shock that a separate bike path is being considered on this road. What a horribly wasteful use of precious wild life habitat, old trees and bushes. For what? A path that will be used a couple of months out of the year by a handful of people. The hundreds of times I have biked the path from Moose to Jenny Lake, there are rarely been more than one or two bikers that I have passed, Quite an expensive, although wonderful, for a select through. Let the bikers use that route and don't provide any more. Bikers can easily go on the Moose Wilson Road as it is currently.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1246

Author Information

Keep Private: No
Name: Brenda J. Norris
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Brookhaven, PA 19015-1108
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1247

Author Information

Keep Private: No
Name: Jorge J. Tamargo
Organization: national park conservation association
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Miami, FL 33165-5230
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

i say no action, leave as is and do not pave unpaved section unless erosion occurs. this park is to be appreciated by the public but not at the cost of its primary purpose. as an environmental protected place this includes congested if the road is made wider today it will be needed to be wider in the future.

Topic Question 2:

see answer in question one. above.

Topic Question 3:

might be a good idea to maybe set up some fencing in some areas(some being the key word.)

Topic Question 4:

benefits of this pleasure should be paid for if not currently being done collect high entrance fees.

Comments: Dear Superintendent

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1248**

Author Information

Keep Private: No
Name: Willis Shumway
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Vancouver, WA 98661
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1249

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Oxnard, CA 93035
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1250

Author Information

Keep Private: No
Name: Paul Martin
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Coral Gables
Coral Gables, FL 33134
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have had the great good fortune to visit the Grand Tetons and am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1251

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Chandler, AZ 85225
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1253

Author Information

Keep Private: No
Name: Susan Babbitt
Organization:
Organization Type: I - Unaffiliated Individual
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[REDACTED]
Philadelphia, PA 19107
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I am concerned that unacceptable traffic impacts and calls for increased development. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 2:

I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Specific plans are required for shuttle services.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1254

Author Information

Keep Private: No
Name: Sarah Hafer
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Portland, OR 97206
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you,

Sarah Hafer

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1255

Author Information

Keep Private: No
Name: Nicholas Galante
Organization:
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Tavares, FL 32778
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See comments below . . .

Topic Question 2:
See comments below . . .

Topic Question 3:
See comments below . . .

Topic Question 4:
See comments below . . .

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1256

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Alexandria, VA 22308
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E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

I believe that a slow, curving road to the park helps the visitor to make the transition to this special place. Please make shuttle bus service a high priority to help minimize the reliance on cars and the pollution, traffic, and noise they create.

Topic Question 2:

Increased car traffic will not benefit the park, animal, or park visitors. Increased commercial activity does not belong at the gateway to this park.

Topic Question 3:

Seasonal closures to give the wildlife and the park opportunity to recover from so many visitors. Restrict development to areas that already have development

Topic Question 4:

Please prioritize this road as a quiet wildlife-viewing area; not as a busy traffic route. I encourage you to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road.

Consider a one-way road option, permanent road closures could allow for safe walking and bicycling. I encourage planning for a shuttle system.

Grand Teton is owned by, cherished, and enjoyed by people from across the United States. It doesn't exist to increase the wealth of those who happen to live nearby.

Comments: Dear Superintendent,

I am concerned about the Moose Wilson Road Corridor in Grand Teton Park. I am a supporter of the national park system and I value this road as it is - - an appropriate approach to the beautiful park. Designing a road that would increase traffic is unacceptable traffic impacts, as is an increase in development. Both have high potential for permanently gaming this historic road. I urge you to keep the low-speed, winding, gravel road to preserve the character, scenic and wildlife.

As the Environmental Impact Study begins, please make the road a place to quietly view wildlife. It should not be a busy traffic route. Please reduce the number of vehicles, keep speeds slow, and reduce or ideally eliminate commercial traffic.

A one-way road option would be my first choice. Please create a plan for shuttle buses to decrease car traffic. Pedestrian safety and safety for bicyclists would also be high on my list of priorities.

I support seasonal closures to limit winter disturbance. I encourage alternatives that increase protection for wildlife and the corridors they use and to keep people and wildlife separate.

It is particularly important to confine development to areas where there already is development. Please avoid undeveloped areas at all costs.

Grand Teton is owned and cherished by the people of the United States and I am one of them. It was not created to foster the financial well being of people who live nearby. It must be managed carefully and the number of visitors must be restricted so that it will be a place of beauty and respite for many years to come.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1257

Author Information

Keep Private: No
Name: Pamala Thomas
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Santa Monica, CA 90403
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 2:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road.

Topic Question 3:

These goals, combined with consideration of alternatives such as a one-way road option, or temporary or

permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 4:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments: Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1258

Author Information

Keep Private: No
Name: susan g. pelican
Organization:
Organization Type: I - Unaffiliated Individual
Address:
woodland, CA 95695-9315
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1259

Author Information

Keep Private: No
Name: Anne W.
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Norfolk, VA 23510
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1260

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Baltimore, MD 21215
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1261**

Author Information

Keep Private: No
Name: Carla G. Weil-Martin
Organization: Ms.
Organization Type: I - Unaffiliated Individual
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Prescott Valley, AZ 86314
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1262**

Author Information

Keep Private: No
Name: JOHN PASQUA
Organization: CITIZEN
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
VALLEY CENTER, CA 92082
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

HELP PROTECT GRAND TETON NOW.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1263

Author Information

Keep Private: No
Name: Andrea Snyder
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Goldens Bridge, NY 10526
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1264

Author Information

Keep Private: No
Name: Doug Charlesworth
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ogden, UT 84405
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1265**

Author Information

Keep Private: No
Name: Moneca G. Dunham
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Evergreen, CO 80439
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Please don't allow any further development within the park resulting in destruction of wilderness and animal habitat. For once, please the interests of the animals and wilderness before human greed and desires.

Topic Question 2:
Put wildlife first!

Topic Question 3:
Put wildlife first!

Topic Question 4:
Put wildlife first!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1266

Author Information

Keep Private: No
Name: Katie M. Franklin
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Los Osos, CA 93402
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 2:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

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

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1267

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Katy, TX 77450-5478
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1268

Author Information

Keep Private: No
Name: William d. Lawson
Organization: Mr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Calimesa, CA 92320
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1269

Author Information

Keep Private: No
Name: Cecilia A. Burns
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Aurora, CO 80013
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1270

Author Information

Keep Private: No
Name: Wendy N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Golden Valley, MN 55422
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1271**

Author Information

Keep Private: No
Name: Ogden Mitchell
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Philadelphia, PA 19139
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Charge a toll and use the revenue for park funding

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1272

Author Information

Keep Private: No
Name: Wanda S. Ballentine
Organization:
Organization Type: I - Unaffiliated Individual
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St. Paul, MN 55105
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1273

Author Information

Keep Private: No
Name: Eileen McCorry
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have had the privilege of visiting the Jackson Hole area and Grand Teton Park on several occasions. I have traveled the Moose Wilson corridor.

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1274

Author Information

Keep Private: No
Name: Harold Johnsen
Organization:
Organization Type: I - Unaffiliated Individual
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Hammond, IN 46324
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1275

Author Information

Keep Private: No
Name: Dori Grasso
Organization:
Organization Type: I - Unaffiliated Individual
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Cockeysville, MD 21030
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1276

Author Information

Keep Private: No
Name: Amanda Struse
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Dallas, TX 75218
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1277

Author Information

Keep Private: No
Name: Betty L. Smith
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Walnut Springs, TX 76690-4545
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
We need to protect the wildlife

Topic Question 2:
I think there's already too much traffic going thru that area

Topic Question 3:
The area should be preserved for all future generations to come. I understand progress also.

Comments: I strongly urge You to find a way to protect the wildlife and the land first and then see what can be done about the Road. Your first priority should be protecting the animals. they count on us to do that. Roads can go in a dfferent direction. These animals have been there for decades. Why should they be denied the land that is their home. they've roamed these acres forever. I don't think it's fair to them to give in to mdern progress just to make it more convenient for a few people. I know that You understand preserving this land for future generations. Most of the time You have come up with an reasonable solution for all concerned. I'm counting on You to do just that now, Please?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1278

Author Information

Keep Private: No
Name: Karl Fugate
Organization: manager
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
portage, MI 49024
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1279

Author Information

Keep Private: No
Name: Michele Nihipali
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Hauula, HI 96717
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

This sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife.

Topic Question 2:

I support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Michele Nihipali

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1280

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Oakland, CA 94611
USA
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Correspondence Information

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

Correspondence Text

Topic Question 1:

- prioritize this road as a quiet park destination and wildlife-viewing area
- use of traffic management techniques to reduce the number of vehicles, maintain slow speeds
- eliminate commercial and commuter traffic along the road
- one-way road option or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism.
- support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance

Topic Question 2:

- a busy traffic route will endanger wildlife and create poor air quality and noise pollution to an area designated as QUIET
- unacceptable traffic impacts and calls for increased development could destroy wildlife, scenery, and historic values of this road
- develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.
- development in areas that have not been previously impacted should be avoided

Topic Question 3:

- development in areas that have not been previously impacted should be avoided

Comments: Dear Superintendent Vela,

As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1281

Author Information

Keep Private: No
Name: Susan Wechsler
Organization:
Organization Type: I - Unaffiliated Individual
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Corvallis, OR 97330
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1282**

Author Information

Keep Private: No
Name: Kate A. Noto
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Clearwater, FL 33764
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Correspondence Information

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

Correspondence Text

Topic Question 1:
by having town hall meetings in every state. It should be carried out so people like me and learn more on how to protect the wildlife and the ecosystems.

Topic Question 2:
By letting the government decide who is best for the job.

Comments: I probably didn't answer these correctly. I think the government should pick some one on the outside who wants all the ecosystems protected and taken care of the proper way.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1283

Author Information

Keep Private: No
Name: Conor Corkrum
Organization: Mr.
Organization Type: I - Unaffiliated Individual
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[REDACTED]
Seattle, WA 98102
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]
[REDACTED]

Comments: Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1284

Author Information

Keep Private: No
Name: Jamie K. Rosenblood
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Los Angeles, CA 90049-5214
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1285

Author Information

Keep Private: No
Name: Maureen O'Neal
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Portland, OR 97223
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The wilderness should be protected at all costs, not made available to every atv or dirtbike.

Topic Question 2:
building more and more roads, disturbing the wild and nature in the few areas we have yet.

Topic Question 3:
none

Topic Question 4:
none

Comments: P Please protect Grand Tetons National Parks and the Wildlife protected in them from too many roads, too much development, for HUMAN BEINGS and not for the animals and wildlife DEPENDING upon the National Park designation to protect them! please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1286**

Author Information

Keep Private: No
Name: Bronzesean J. Knight
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Montgomery, AL 36108
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED].

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1287**

Author Information

Keep Private: No
Name: Patrick L. Sennello
Organization: none
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Zephyr Cove, NV 89448
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

I am extremely concerned about proposed development on the Moose-Wilson Road Corridor in the Grand Teton area.

We have enough freeways and high-traffic thoroughfares in this country. Small roads in isolated areas offer citizens a rare and fast disappearing experience into the few remaining wild areas we have left.

Are we really willing to trade rare and exquisite areas for the mediocrity of the commonplace? What next, wi-fi towers so visiting kids can play with their Ipods?

Are we really ready to trade pieces of gold for crumpled greenbacks?

Topic Question 2:

[REDACTED]
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1288**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Island Park, ID 83429
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1289

Author Information

Keep Private: No
Name: Nicholas M. Williams
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lancaster, CA 93535-4367
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Nicholas M. Williams

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1290

Author Information

Keep Private: No
Name: Brent C. Koenig
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Diego , CA 92110
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1291

Author Information

Keep Private: No
Name: catherine b. jensen
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
vancouver, WA 98682
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1292

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Denton, TX 76210
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1293**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address: Teton Village, WY 83025
USA
E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:
Safe, convenient use for all

Topic Question 2:
I support Alternative D

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1294

Author Information

Keep Private: No
Name: carol ann gold
Organization:
Organization Type: I - Unaffiliated Individual
Address:
san diego, CA 92122
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1295

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Colorado Springs, CO 80909
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1296

Author Information

Keep Private: No
Name: Ken W. Ward
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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Gloversville, NY 12078
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Dear Superintendent Vela,

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

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

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Sincerely,

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1297

Author Information

Keep Private: No
Name: Martha Milne
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ft. Myers, FL 33901
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

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Topic Question 2:

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Topic Question 3:

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

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Comments: Grand Teton is an irreplaceable national treasure. It's clear that low-impact traffic, and less of it, is essential to sustaining the beauty and pristine nature of this park.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1298**

Author Information

Keep Private: No
Name: Caren B. Liebman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Eugene, OR 97405
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Wildlife come first and should be protected from human noise and traffic!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1299

Author Information

Keep Private: No
Name: Bruce Merrill
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
South Jordan, UT 84095
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:

We prefer Alternative D. This new proposed route will make it safer for bicyclists while also reducing traffic.

Topic Question 2:

Alternatives B and C. This would increase the number of motor vehicle trips.

Topic Question 3:

My wife and I have our annual vacation in Grand Teton National Park. We use bicycles as an alternate form of transportation and really enjoy riding bikes in the Grand Tetons. A separate Moose-Wilson pathway would be greatly appreciated.

Topic Question 4:

We have really enjoyed the new bike paths that have been constructed and would appreciate the 7 mile bike path to be built.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1300**

Author Information

Keep Private: No
Name: Jeff Willemain
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Moose, WY 83012
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 1:
Priority should be given to wildlife, the preservation of the landscape, and the spiritual element of the Park. The road should not be considered a thoroughfare. On this basis, I would support the following elements of B, C, and D: re-alignment of the road; limits on access; 2 day/week closure to cars; and paving of the gravel road (on the assumption that does not involve any incremental destruction of landscape and would facilitate road biking). Adjustments to enable better use of the interior destinations make sense as well, as these seem modest tradeoffs of landscape for substantially improved visitor experience without overwhelming any of the destinations off the road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1301

Author Information

Keep Private: No
Name: Anna Jacus
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Linden, NJ 07036
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Topic Question 2:

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Topic Question 3:

seasonal closures, efforts to limit v
Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1302

Author Information

Keep Private: No
Name: Russell Weisz
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Santa Cruz, CA 95060
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.
Russell Weisz

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1303

Author Information

Keep Private: No
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Organization: Wilderness Society
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Bellingham, WA 98229
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Thank you.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1304

Author Information

Keep Private: No
Name: Mike L. Dotson
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think we should maintain seasonal closures to allow animals to hibernate and lessen human disturbance. Also, eliminating commuter traffic along the road would lessen human disturbance.

Topic Question 2:

Development in areas that have not previously been impacted should be avoided. Human disturbance to the Grand Teton ecosystem should be as little as possible.

Topic Question 3:

There needs to be a more definitive plan with the shuttle system, as well as how it will positively impact traffic in that area.

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1305

Author Information

Keep Private: No
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Organization:
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Woodland Hills, CA 91364
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1306

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1307

Author Information

Keep Private: No
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Organization:
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Claremore, OK 74017
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road

alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road

seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance

development in areas that have not been previously impacted should be avoided

the safety of both moose and visitors should be paramount in importance

Topic Question 2:

there is no definitive plan to address exactly HOW shuttle buses would be used to decrease traffic

handwavium is not sufficient in an impact plan

Topic Question 3:

seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance

Topic Question 4:

development in areas that have not been previously impacted should be avoided

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1308

Author Information

Keep Private: No
Name: cathy elizabeth levin
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1309

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Estes Park, CO 80517
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E-mail:

Correspondence Information

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

Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitable see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 4:

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1310**

Author Information

Keep Private: No
Name: Thayer Jordan
Organization: Mr.
Organization Type: I - Unaffiliated Individual
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Carrboro, NC 27510
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Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1311

Author Information

Keep Private: No
Name: Carla Morin
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Peoria, AZ 85382
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1312

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Antonio, TX 78212
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Retaining a low speed, low traffic density road for A) safety of wildlife and B) enjoyment of visitors who come specifically to see wildlife.

Use of shuttle buses as an alternative to private vehicles.

Topic Question 2:

Development of high speed, high traffic road(s) through a wildlife corridor.

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1313

Author Information

Keep Private: No
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Organization:
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Monterey, CA 93940
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Correspondence Information

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

Correspondence Text

Topic Question 1:

Please consider plan D as the preferred option to allow public accessibility while balancing impacts on nature. Keep open as a mixed use path option, no cars. Reduces GHG and death to wildlife while allowing public access to scenic and precious corridor.

Topic Question 2:

Plan A-C is not good option as it does not address access issues for public and closes off precious potential use area.

Topic Question 3:

If reduction of total paved surface is needed, propose option "x" as in removal of road pavement but open the area as natural trail area. Use to include horse riding, biking, hiking, and cross country skiing. Convert a portion to an unpaved parking area for trail use.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1314

Author Information

Keep Private: No
Name: Nancy E. Schuhrke
Organization:
Organization Type: I - Unaffiliated Individual
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Chandler, AZ 85224-8608
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1315

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The park should have quiet winding roads to limit speed of vehicles and keep the pristine areas that way. No future development should be done in the quieter areas of the park.

Topic Question 2:

Do not allow snowmobiles, ATVs or other loud motor vehicles to disturb the quiet nature of the park. Wildlife can be very negatively impacted by excessive intrusive noise!

Topic Question 3:

Keep noisy vehicles out of the park. They are greatly upsetting to the wildlife and diminish the other visitors quiet experience.

Topic Question 4:

Keep the parks quiet and clean for the survival of wildlife and the enjoyment of the visitors who expect it to be that way.

Comments: Dear Superintendent Vela,

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Thank you.

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1316**

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question [REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1317

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1318**

Author Information

Keep Private: No
Name: david walker
Organization: Mr.
Organization Type: I - Unaffiliated Individual
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avondale, AZ 85392
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1319

Author Information

Keep Private: No
Name: Ralph Sanders
Organization:
Organization Type: I - Unaffiliated Individual
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Culver City, CA 90230
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Topic Question 2:

Anything which increases traffic or speed.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1320

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Eureka, MO 63025
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Please continue to maintain the majesty of the park - my grandparents used to visit frequently and my family has not been able to visit yet.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1321

Author Information

Keep Private: No
Name: Kari Lorraine Scott
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
San Diego, CA 92116
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

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Sincerely,
Kari Lorraine Scott

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1322

Author Information

Keep Private: No
Name: Angelique Bianca
Organization:
Organization Type: I - Unaffiliated Individual
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Los Angeles, CA 90068
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The best plan is always to respect nature. Because if we do not come to a harmonious place with nature we are in trouble.

Comments:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Sincerely,

Angelique Bianca

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1323

Author Information

Keep Private: No
Name: Janet Reid
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Los Lunas, NM 87031
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1324

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
SANTA ANA, CA 92707
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

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Topic Question 2:

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

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

Topic Question 4:

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Kim Tran

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1325

Author Information

Keep Private: No
Name: Judith L. Carter
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Friday Harbor, WA 98250
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1326

Author Information

Keep Private: No
Name: Eric Fosburgh
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seattle, WA 98112
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1327**

Author Information

Keep Private: No
Name: Jodi Beers
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Tijeras, NM 87059
USA
E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1328**

Author Information

Keep Private: No
Name: Lyn J. Williams
Organization:
Organization Type: I - Unaffiliated Individual
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Winter Haven, FL 33884
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E-mail: [REDACTED]

Correspondence Information

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

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1329

Author Information

Keep Private: No
Name: Scott White
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Southington, OH 44470-9514
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1330

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Santa Rosa, CA 95407
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1331

Author Information

Keep Private: No
Name: Bill Hilton
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Sunnyvale, CA 94087
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/09/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1332

Author Information

Keep Private: No
Name: Angie Bahris
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Santa Monica, CA 90405
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1333

Author Information

Keep Private: No
Name: Carolyn H. Friedman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Willow, NY 12495-0251
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

Carolyn

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1334

Author Information

Keep Private: No
Name: Ashley Schutt
Organization: Ms.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Surprise, AZ 85379
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1335

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See below comments.

Topic Question 2:
See below comments.

Topic Question 3:
See below comments.

Topic Question 4:
See below comments.

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1336

Author Information

Keep Private: No
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Organization: Ms.
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of all the national parks, I am a strong supporter of the national park system. I greatly value wildlife, scenery, and historic values of this road. However, I'm concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. If people want paved roads, they should stay in their cities.

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1337**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
SHUT DOWN THE NRA

Topic Question 2:
SHUT DOWN THE NRA

Topic Question 3:
SHUT DOWN THE NRA

Topic Question 4:
SHUT DOWN THE NRA

Comments: SHUT DOWN THE NRA

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1338

Author Information

Keep Private: No
Name: Celeste Hong
Organization:
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Los Angeles, CA 90027
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1339

Author Information

Keep Private: No
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Manteca, CA 95336
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Idk

Topic Question 2:
Idk

Topic Question 3:
Idk

Topic Question 4:
None

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1340


Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To ensure delivery to your inbox, please add us to your address book: 

[Click Here to Send Your Comments!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1341

Author Information

Keep Private: No
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1342

Author Information

Keep Private: No
Name: N/A N/A
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1343

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Denver, CO 80220
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you."

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1344**

Author Information

Keep Private: No
Name: Renee R. Brinker
Organization: Sisters of the Most Precious Blood
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I believe that nature and animals should be given priority over the pleasures and recreation of humans. People have ease of movement, vehicles, all the necessary equipment to enjoy their lives. Nature and animals do not have any devices except their native ability. They are outnumbered, outclassed and outGUNNED. The area under consideration should be kept as near to pristine as possible; in other words, as close to the original habitat for nature and animals as possible.

Sr. Renee Brinker

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1345

Author Information

Keep Private: No
Name: Candice D. Harris
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Feasterville Trevose, PA 19053
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

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Topic Question 2:

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Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments: We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1346

Author Information

Keep Private: No
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Organization:
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Address:
Los Angeles, CA 90026
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1347

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Of the 4 alternatives presented, A and D seem the most acceptable. However, winter grooming and completed paving should be implemented in any solution.

Topic Question 2:

Alternatives B and C do not meet the need for the plan. And in general, the idea of closing off the road for "bicycle only days" is ridiculous. I'm totally in favor of the trail in alternative D, but it is inappropriate and counter to the NPS mission to close off a substantial portion of the park to the vast majority of people to meet the needs of a small but demanding subset.

Topic Question 3:

Alternative D completed paving winter grooming.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1348

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 1:
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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1349

Author Information

Keep Private: No
Name: Kenneth Kundrot
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Address: [REDACTED]
Lakeland, FL 33809-1194
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1350

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1351

Author Information

Keep Private: No
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Mesa, AZ 85201
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1352

Author Information

Keep Private: No
Name: Nancy Beavers
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Woodlawn, TN 37191
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing about the current appalling conditions of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1353

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
.
Big Bear City, CA 92314
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Maintaining slow road conditions and keeping the roads open to a set number of vehicles. Opening up to more vehicles or allowing them to drive faster endangers wildlife and scares them away.

Topic Question 2:

Not allow commercial or commuter traffic on the roads. This is not, and should not, become a regular traffic route. It is a scenic route through a national park and not meant for more regular traffic and people who want to rush through, honk their horns, pass other vehicles, and cause traffic problems.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1354

Author Information

Keep Private: No
Name: Steven Skal
Organization: National Parks Conservation Association
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Columbus, OH 43214
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1355

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Ringwood, NJ 07456
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1356**

Author Information

Keep Private: No
Name: C. Curran
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Dallas, TX 75080
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Keep the "wild" wild. I want my grandchildren to be able to experience and visit nature.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1357

Author Information

Keep Private: No
Name: joan daniels
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
stevensville, MT 59870
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1359

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seal Rock, OR 97376
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Barbara Rizzo

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1360

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
St. Paul, MN 55116
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1361

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Warren, OH 44481
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1362

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Omaha, NE 68116
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1363

Author Information

Keep Private: No
Name: Robert Jenks
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED].
Landisburg, PA 17040-9331
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Comments: Dear Superintendent Vela,

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1364

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Cincinnati, OH 45212
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1365

Author Information

Keep Private: No
Name: Rebecca B. Manyak
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Chevy Chase, MD 20815
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1366

Author Information

Keep Private: No
Name: Norm Mundhenk
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Poulsbo, WA 98370
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1367

Author Information

Keep Private: No
Name: James MacMillan, DVM
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Bandera, TX 78003
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
See below.

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1368

Author Information

Keep Private: No
Name: Frances A. Rove
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Prairie Village, KS 66208
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States. Please do the right thing.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1369

Author Information

Keep Private: No
Name: Kris Pagenkopf
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1370

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Winston Salem, NC 27103
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1371

Author Information

Keep Private: No
Name: roy fuller
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1372

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1373**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
-/-

Topic Question 2:
-/-

Topic Question 3:
-/-

Topic Question 4:
-/-

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1374**

Author Information

Keep Private: No
Name: Anna Cruikshank
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1375

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Walking and biking paths are crucial. These allow for less pollution in the park and let citizens enjoy the beauty of the park in a more relaxed and healthy setting.

Topic Question 2:

Do NOT increase vehicular access.

Topic Question 3:

Provide parking for buses and cars at starting points for the bike trails. Do all that you can to make it easier for walkers and bicyclists. A reduced park entrance fee for citizens not taking a vehicle past a certain point makes sense.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1376

Author Information

Keep Private: No
Name: Karen Kelleher
Organization:
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Richland, NJ 08350
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1377

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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New Britain, CT 06053
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1378

Author Information

Keep Private: No
Name: James E. Shifflett Jr
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Charlottesville, VA 22903
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1379**

Author Information

Keep Private: No
Name: Steve N/A
Organization: NPS
Organization Type: I - Unaffiliated Individual
Address: Calverton, NY 11933
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
Preserve wildlife corridors!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1380

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Adrian, MI 49221
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1381

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Clifford, MI 48727
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1382

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1383

Author Information

Keep Private: No
Name: Krisallen Bean
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1384

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. First and foremost you must protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1385

Author Information

Keep Private: No
Name: Al Miller
Organization:
Organization Type: I - Unaffiliated Individual
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Evanston, IL 60202
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think the parks should emphasize limiting the traffic, and encouraging bikes and destination park visitors. I like preliminary plan D for more opportunities to be out of your car, and a secondary multi purpose route. But I like the gate from plan B because alternate routes will be found by random road users when it gets out that busy times are closed. Like the idea of reservation to drive through.

Topic Question 2:

I like every idea that has concrete ways to limit the road use to only destination visitors.

Topic Question 3:

I don't know if there would be enough interest, but in the same way there is bike rental through many cities now, perhaps some kind of bike rental or bike buggy rental so visitors can always access the area, even if they forgot to make a reservation, or the road is closed due to excessive traffic.

Topic Question 4:

I'm so glad an effort is being made to reduce the congestion, and pressure on wildlife areas. There are not enough wild areas remaining.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1386

Author Information

Keep Private: No
Name: cenie cafarelli
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I have visited Grand Teton National Park in the past and plan to do so again this winter. Over time, we have come to realize that the needs of wildlife must be paramount to preserve the unique qualities for which the national parks were created. Increased urbanization does not achieve this end.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.
Cenie Cafarelli

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1387

Author Information

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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1388

Author Information

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Jackson, WY 83001
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
None of the four options protect wildlife and the area.

Topic Question 3:
The Park should make the road a one way road. None of the options listed protect the environment or the wildlife that resides there. The current proposals all suggest that we encroach upon this corridor further to accommodate both cars and bicycles.

Making the road a one way road with a strip like the one on the Jenny Lake loop would do several things. It would limit traffic, make the road safer, have a separate lane for bicycles all without having to destroy habitat to increase the size of the road and create a separate lane for bikes. Have it go from Teton Village to Moose that way you already have a gate where you can collect fees.

Not all uses can be served in all places. Protect this beautiful area first.

Topic Question 4:
Make it a one way road! No additional construction would be needed.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1389

Author Information

Keep Private: No
Name: Deanna M. Pena
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1390

Author Information

Keep Private: No
Name: Brooker Smith
Organization:
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Brewster, NY 10509
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I feel the NPS should stick the values of the park system set by Pres. Roosevelt!

Topic Question 2:
Working for, and listening to ANY SPECIAL INTERST anything!

Topic Question 3:
NA

Topic Question 4:
I do understand that everything moves forward, but is the NPS works with special interest all of the beauty and interest of the parks will be lost for all to come behind us. We must protect and preserve what nature gave us and not give in to someone waving big dollars.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1391

Author Information

Keep Private: No
Name: Vicky Matsui
Organization:
Organization Type: I - Unaffiliated Individual
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Seattle, WA 98122-5739
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1392

Author Information

Keep Private: No
Name: Charles Herro
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Protecting wildlife habitat by limiting traffic. Keeping the goals of Park preservation intact for future generations by recognizing the need to put the environment first.

Topic Question 2:

Road improvement and or enhancement will increase traffic to the detriment of wildlife and natural environment.

People come to Jackson Hole to experience it's natural beauty as well as to recreate. We need to understand that to preserve that experience it is necessary to maintain an environmental infrastructure that may not be readily available to increasing human traffic encroachment. The wildlife need space to flourish.

Topic Question 3:

The Moose - Wilson Road should be turned into a one way road with access from Teton Village to Moose. There is already a Ranger Station in place to collect fees. The existing road can be maintained the way it currently is. By making the road one -way, it will be wide enough to accommodate both cars and bikes.

I think that if they do what has already been done at Jenny Lake, it will be a simple and economical way to address the problem.

Topic Question 4:

We share this beautiful valley with other species. If the animals had a vote, they would probably want the

road closed. I think that limiting access to the road by making it a one way "path", we are reaching a reasonable compromise that is economical and that provides a safe corridor for both car and bike traffic. Hopefully, it will also lessen and give the animals safe habitat.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1393

Author Information

Keep Private: No
Name: Kevin Rolfes
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1394

Author Information

Keep Private: No
Name: Nancy L. Roberts-Moneir
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1395

Author Information

Keep Private: No
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Organization:
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Virginia Knapp

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1396

Author Information

Keep Private: No
Name: Victoria G. Adams
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
W. Kennebunk, ME 04094
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Mr. Vela,

My husband, Alan, and I volunteered for Grand Teton National Park for the whole summer of 2012. We were on the Wildlife Brigade and also at LSR Preserve.

While on the brigade, we encountered many dangerous situations on Moose Wilson Rd. Cars would stop at the sight of a moose, beaver, owl, or in one case a bear, sometimes parking in the middle of their lane and stopping traffic sometimes on both sides of the road. They would then abandon their car and run towards the wildlife with cameras, unaware of the danger of approaching an animal in that way. We did our best to calm people down, educate them, and encourage them to move along when no parking was available.

I suggested at least a stripe down the middle of the road, to remind people how narrow the lanes are. Park management was not interested in this simple measure, because it would change the character of the area. Changes are indeed needed. I am not familiar with the particular strategies now being considered, but I understood in 2012 that a new road was to be built further away from the wetlands. This measure in conjunction with restoration of the banks of the river now covered by pavement, parking pullouts on the new road and foot paths to the wetlands for wildlife viewing would, I think, be a good strategy. It would benefit both wildlife and people. I don't think it is particularly appropriate in this case to expect that people can view wildlife from their cars. I think people should get out of their cars as much as possible while visiting the parks.

Sincerely, Victoria Adams

PS, I think I am already on your email list.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1397

Author Information

Keep Private: No
Name: Stephanie Foster
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Pequot Lakes , MN 56472
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1398

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
see comments

Topic Question 2:
see comments

Topic Question 3:
see comments

Topic Question 4:
see below

Comments: Dear Superintendent Vela,

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you for your consideration.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1399**

Author Information

Keep Private: No
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Organization:
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

-

Topic Question 2:

-

Topic Question 3:

-

Topic Question 4:

-

Comments: -

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1400

Author Information

Keep Private: No
Name: francis mastri
Organization:
Organization Type: I - Unaffiliated Individual
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west haven, CT 06516
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1401**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I believe the current level of access is more than adequate and should only be improved, not expanded

Topic Question 2:
Any expansion

Topic Question 4:
in order to save our natural resources we must not over load them

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1402

Author Information

Keep Private: No
Name: Jeanette Donato
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Keep the corridor safe from development.

Topic Question 2:
DO not allow any development in the corridor.

Topic Question 3:
Keep the corridor safe from development.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1403**

Author Information

Keep Private: No
Name: Marcy R. Dedam
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Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1404

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Warwick, MD 21912
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1405

Author Information

Keep Private: No
Name: Diana Greenhalgh
Organization: Mrs.
Organization Type: I - Unaffiliated Individual
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New Milton, WV 26411
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Since this is a National Park area, it needs to be protected for the people of the USA and the animals of the area. If it's not necessary, don't do it!

Topic Question 2:

Wildlife corridors! Nothing noisy to ruin the natural sounds of the park.

Topic Question 3:

Must be visually pleasing and blend into the natural beauty of the park area.

Topic Question 4:

Wiegh all the options and remember this Park belongs to the whole country and the animals who live in it, not to any special interest groups who are out for a profit.

Comments: Please consider the interests of the visitors and most of all the living creatures of the Park and the beautiful mountains and vistas that should be protected, which is the reason it is designated a national park!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1406**

Author Information

Keep Private: No
Name: Thomas B. Zissu
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Woodbury, CT 06798
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please keep the corridor between the two areas intact for large animals such as Pronghorn Antelope and Brown Bears.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1407

Author Information

Keep Private: No
Name: Mary F. Malone
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Philadelphia, PA 19104
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1408**

Author Information

Keep Private: No
Name: Sue A. Dodson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED].
Lincoln, NE 68521
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Remember these are to be preserved as wilderness

Topic Question 2:
More development

Topic Question 3:
Have shuttles, rickshaws, bikes, horses other means of transport

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1409

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Ridderkerk, UN 2986EV
NLD
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1410**

Author Information

Keep Private: No
Name: Brent A. Earles
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Martinsville, VA 24112-5101
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
A representation of the U.S should be respected and made sure it,s there 1000 years from now

Topic Question 2:
whatever is beneficial for continuation

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1411

Author Information

Keep Private: No
Name: Lisa A. Hughes
Organization:
Organization Type: I - Unaffiliated Individual
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Galveston, TX 77550
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

First and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1412

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Valdosta, GA 31601
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1413

Author Information

Keep Private: No
Name: Betty L. Raubenolt
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
fremont, OH 43420
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Betty Raubenolt

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1414

Author Information

Keep Private: No
Name: seth olson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Newark, DE 19711
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Master
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitable see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1415

Author Information

Keep Private: No
Name: Marilyn Kirsch
Organization:
Organization Type: I - Unaffiliated Individual
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New York, NY 10023
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am not an expert but I know that the pressure for development of our Parks and wilderness areas is exerted by those with interests for profits above all else. Development is all too often at the expense of our National Parks, places for wildlife and areas where people can visit to enjoy the natural world.

Once these places are gone, we will not be able to get them back. It is extremely short-sighted to add any more development to an already compromised place. We do not need more traffic on the Moose-Wilson Road in Grand Teton National Park.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1416

Author Information

Keep Private: No
Name: Nephi Ferguson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Houston, TX 77076
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you,
Nephi Ferguson

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1417

Author Information

Keep Private: No
Name: char schumann
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
palatine, IL 60067
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The only strategy should be to protect the area from development and leave it as a wild area. There are plenty of developed areas for people to enjoy but fewer and fewer non developed areas due to developers pressure and unlimited funds for their agenda.

Topic Question 2:

Developing the area should not be part of the plan. The area should be left alone.

Topic Question 4:

Please resist the pressure that developers with a lot of money continue to put on the NPS to ruin pristine areas for their profit. The wildlife and the habitat have no voice and I hope you will listen to the voice of those people who continue to care about our wild places and wildlife.

Comments:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures with efforts to limit winter disturbance of wildlife. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you,
Char Schumann

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1418

Author Information

Keep Private: No
Name: Barb Bbittenbinder
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Allison Park, PA 15101
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1419

Author Information

Keep Private: No
Name: Juliann Rule
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED].
Avon, MN 56310
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1420**

Author Information

Keep Private: No
Name: Priscilla L. Daniell
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Huffman, TX 77336
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1421

Author Information

Keep Private: No
Name: Paige Harrison
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
New York, NY 10024-1223
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1422

Author Information

Keep Private: No
Name: Lawrence Tetenbaum
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Plainview, NY 11803
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1423

Author Information

Keep Private: No
Name: Karen Hubbell
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a wildlife photographer, I enjoyed my opportunities to get some awesome shots there! That is just one thing the National Parks were set aside for!! Increase in traffic and construction would destroy these incredible, vanishing memories and opportunities!! Please don't let this happen!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1424**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
There is no need to destroy the land.

Topic Question 2:
Leave nature alone.

Topic Question 4:
Leave the land alone the way God created it. Keep humans out.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1425

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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White Pine, TN 37890
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We love national parks...we strongly support all environmental protections for wilderness & wildlife above all else. Reducing the amount of vehicle traffic is a must.

Topic Question 2:

Seasonal closures are a must to protect wilderness & wildlife!

Topic Question 3:

Low speed travel & FEWER VEHICLES are a must do to protect the environment & wildlife. No commercial vehicles at all, but a shuttle system is desirable to cut down on traffic, pollution & animal injuries.

Topic Question 4:

Seasonal closures, fewer traffic, shuttle system. Little human interference with wildlife is a must. No future development at all. Let the environment be wilderness & wildlife friendly...forever.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1426

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Falkville, AL 35622
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1427**

Author Information

Keep Private: No
Name: Marsha L. Jarvis
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,
Please protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor. Make this thought foremost in your plan.
Thank you,
Marsha Jarvis

Topic Question 2:
Traffic, off-road etc.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1428

Author Information

Keep Private: No
Name: Patricia A. Matejcek
Organization: Sierra Club, CDB, Defenders Wildlife, CNPS, EDC
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

My personal preference would be for a one-way road option, or, best of all, temporary or permanent road closures of all or part of the road which would allow for safe pedestrian and bicycling use within the existing road prism while protecting wildlife from traffic collisions.

Topic Question 2:

Maintaining current road system or expanding it to accommodate increased development, which should be banned as inconsistent with the National Park mission.

Topic Question 3:

Increasing impacts of climate change on native flora and fauna necessitate protecting not just actual but also potential habitat as species will need room to migrate in response. No development or infrastructure construction should impede the access or options for native flora/fauna.

Topic Question 4:

The mission of national parks is to protect, conserve and restore the natural and cultural history of the United States. The public's right to visit them must be balanced by the needs of those resources. Climate change poses new and extensive threats to every aspect of life on this planet and our public lands represent the best option for the survival of native species in the face of these increasing threats. Helping them survive and adapt must be the highest priority in planning for the future of these parks.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, ecosystem services, scenery, and historic values of this route and am concerned that unacceptable traffic impacts and calls for increased development would destroy these qualities. I believe it is critical and therefore essential that the Park Service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife safety of this special area.

I urge you to ensure that, as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area, not as a busy traffic route. Use traffic management techniques to reduce the number of vehicles, maintain slow speeds, and eliminate commercial and commuter traffic along the road. My personal preference would be for a one-way road option, or, best of all, temporary or permanent road closures of all or part of the road which would allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I urge the park service to more fully develop a plan that outlines how shuttle buses would be used to decrease traffic impacts.

Seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance would be most in keeping with the history and adaptive needs of this national park as climate change tightens its grip. Most important of all, keep development out of areas that have not been previously impacted.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1429

Author Information

Keep Private: No
Name: Tena M. O'Rear
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

One thing I'd like to see, whether it has any possibility, I doubt, but it would be great if we were to get beyond the population count of various species to determine whether a species is endangered. I suggest that the indicator should be an agreed upon mutual lifestyle "treaty" with the species. So, for instance, lifting the protections for wolves should be related, not to how many remain on the Earth, but on whether we have configured a mutually agreeable approach to sharing the Earth - - e.g. wildlife-friendly farming. Instead of battling it out species by species and park by park, is there a way we can extend park protections to continental lands by adopting a plan "treaty" that serves wildlife on and off park lands? Thank you for your consideration. Tena Meadows O'Rear

Topic Question 2:

Shared park lands is not working as a strategy. Park visiting should be limited to specific areas, and we should maintain wilderness for native plant and four-footed animal species only. Other park Commercial use of park lands for drilling, grazing, etc. should not be permitted at all for any reason.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1430

Author Information

Keep Private: No
Name: Andrea Jones
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts. I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1431

Author Information

Keep Private: No
Name: N/A N/A
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1432**

Author Information

Keep Private: No
Name: Sue Chard
Organization: Ms.
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
No comment.

Topic Question 2:
No comment.

Topic Question 3:
No comment.

Topic Question 4:
You're the ones who know this stuff, please don't ask me about it.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1433

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

re: grand Teton wildlife corridor

I am disabled, can't hike or bike, and can only be driven through this, our most beautiful place in the country. slow roads are the best here and the area should not be open to commercial traffic. this should be kept for the wildlife. I could not ride a bus either, so cars should be allowed - - but slowly. viewing areas where people can just stay in their cars and enjoy watching the wildlife - - not getting out and pestering them, just watch. bathrooms once and while would be nice too, but don't allow people out of the "visiting area" (parking lot and bathroom).

keep it simple, slow and clean.

thanks!

mary

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1434

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1435

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think the north end entrance station question is best answered by alternative A or B. A would require no additional construction or ground disturbance. B would centralize the entrance station, but I see no reason to move the entrance station. It would work better to leave the station where it is to give more space for people to sort out which lane they need to be in as they travel north. If turning left onto the realigned MW Road, you don't want to be in the right lane at the entrance station as shown under Alt B. The 4-way intersection seems to work here, and closing the existing roadway through the trees would help improve mule deer habitat, but there would be a need for new ground disturbance across the sagebrush flat.

Moving the road between Sawmill Ponds and Death Canyon to a more sustainable location is far preferable to leaving the road where it is. Wetlands are never a good place for a road. Unlike the conceptual drawings provided, I suggest using the existing old road (gravel trace of which remains obvious) between the south end of Sawmill parking area and the existing reconnection where housing driveways meet the MW Road. Advantages: this would allow restoration of the existing paved road and allow natural processes to function, and would provide a route with better views of the mountains and opportunities for decent pullouts and short nature trails to overlook spring creek ponds below the terrace. Road maintenance would be simpler and less costly, and the old road trace is already disturbed. Bringing the road back to the MW Road at the housing driveways rather than as shown on the conceptual map is preferable to creating a four-way intersection at Death Canyon road. Not only would less wetland and aspen be disturbed, but concerns about visitors being uncertain of which road to take would be alleviated.

Restoring the current road to a natural condition is a good idea. It would allow for the natural processes of landslides, springs, beaver ponds and elk trails to become undisturbed, would eliminate problems with congestion and wildlife disturbance, and would eliminate a part of the road that is subject to buckling and frost heaves. It is hard to know why the road was put here to begin with.

Providing access to the existing Death Canyon trailhead via the Whitegrass road would be a much better location for the road, and would serve recreation better than the existing road that is hard to negotiate with frequent deep puddles, etc. Using Whitegrass road would also improve opportunities for interpreting the historic structures there and giving access to the Valley Trail. I prefer to leave the Death Canyon parking area where it is rather than disturb more ground for a new spot. Having people around could protect the isolated patrol station from potential vandalism. Overflow parking along the roadway just below the trailhead could be established along the realigned road and a small place to park to view the Whitegrass cabins or access the Valley Trail could be placed at the junction between the new Death Canyon access road and the road to the cabins.

Creating a short road link from the Whitegrass Road upper end to the existing Death Canyon Trailhead would disturb less ground than creating a new parking area. The current one, with several bays separated by trees, makes the whole parking area seem smaller than if one large spot was built for 60 cars. I assume it has been determined that a 60-car capacity is needed. It sounds like more than necessary.

Keeping part of the MW Road unpaved lends to the rustic nature of the roadway and helps keep traffic slow. The road would need considerable work to be better drained, and is currently becoming wider with each attempt at grading. Filling the worst potholes, providing better drainage on parts of the existing road, and maintaining the existing turnouts would help improve visitor experience and safety.

Improving the horse parking at Poker Flats would serve a segment of the public that has not been well served in either the national park or forest due to all the other competing uses on trails. Keeping the trail system as it is between this parking area and the LSR would assure continued opportunities for equestrians.

Some kind of shuttle service seems to have merit if it can be shown to reduce congestion and the amount of traffic on the roadway instead of just adding to it. A shuttle serving the LSR may be most practical since parking is limited there, but the limited parking is there for a reason so adding more people to the LSR and its trails may be counter to the objectives for the preserve. In any case, shuttles or other commercial services should have a strong natural history interpretive dimension.

Topic Question 2:

I see no need for 2 entrance stations at the north end of the MW Road. It makes more sense to use one centralized entrance to serve both roadways.

I don't think the 10-12 car parking areas along the proposed realigned section of roadway are needed to enhance visitor experience, since there is already a good parking area at Sawmill Pond. Pullouts for short photography or wildlife viewing stops would be fine, but it seems best to keep people moving through the corridor rather than creating multiple places to serve as mini-destinations. I would favor pullouts and parking areas along the road to be non-paved.

I don't care for the option in Alt. B to close the MW Road to winter traffic. Keeping the access from the north to Death Canyon would allow skiers to continue using Maverick and nearby destinations without having to ski an additional 6 miles round trip.

The idea of placing a toilet at the lower junction between Death Canyon Road and MW Road does not seem necessary. It would serve mostly winter users, and the toilets that are accessible from the outside of the visitor center in Moose would do the same, even if the VIC isn't open in winter.

I'm not sure the proposed pathway is needed or desirable, especially a pathway that diverges significantly in places from the roadway. For most of the length of the road there isn't a lot of room to install one next to the road either, due to topography or dense vegetation, and it would only disturb more ground, which is counter to the stated goals of the project. It doesn't make sense to have a paved pathway along the currently unpaved part of the MW Road as shown in Alternative D. The pathway as shown around the LSR Preserve would displace existing equestrian use and create another potential conflict with wildlife, since it follows an edge between sagebrush and cottonwood/hawthorn woodland, used by ungulates, bears, and other wildlife. The whole concept seems counter to the stated goals and objectives of the project and the LSR management.

Many of the concepts listed in "adaptive management" require on-site management and would create unnecessary complication. For example, the idea of closing MW road 2 days/week to accommodate bicycles and pedestrians. This would seem hard to manage, plus it would fail to serve those who by necessity travel this road - those who live there, those using trailheads, or park employees who live on the west side of the valley and would have to drive the long way to work.

Topic Question 3:

I'd like to see an alternative that greatly emphasizes the rustic and quiet nature of this area, distinct from other park destinations, encouraging appreciation for nature and protecting wildlife habitat to the degree possible. Features of this part of the park include reasonably clear access between the mountain front and the river for wildlife, with no major high-speed road to cross; an extensive system of low-angle trails that most people can use without having to be mountaineers; and items of historic interest including Whitegrass and the LSR Preserve, as well as the Murie Center, though that would be disconnected from the rest of the area if the north end access road were realigned. It is a fine place to see fall colors, listen to elk bugling, and enjoy pursuits such as photography, birding, and art. There could be an opportunity to arrest the current deterioration of the Sky Ranch buildings and perhaps use them for educational/artist-in-residence purposes. Consider the following aspects of such a theme:

Keep it simple with minimum infrastructure and ground disturbance. Use thoughtful design to achieve goals, not a bunch of complex permits and active visitor management.

Use the road alignment concept shown in Alternative D for Sawmill Pond to Death Canyon, but keep the road on the existing old roadway and leave it unpaved to give a more rustic feel and to slow traffic. Re-establishing this road, with the potential for short nature trails and overlooks between pullouts, would also give an opportunity to work on the weeds that seem to be taking over there.

Bury the power line. It is the primary reason people can't get a decent photograph of the fall colors and mountains.

By improved drainage so the roadbed is sustainable, the current unpaved section of the MW Road can be made into two 10-foot lanes with room in the roadside disturbance area to provide additional pull-offs for slower vehicles. This would also allow for overflow winter parking at Granite trailhead without disturbing the aspen stands in the area.

Topic Question 4:

No new ground disturbance should be considered before conducting a floristic survey to be sure there are no sensitive plants that would be affected. Use already disturbed areas wherever possible.

Wildlife presence, numbers and use patterns should be well documented and used to determine where infrastructure should go and whether seasonal closures are needed.

Beyond the scope of this document but a point: if natural soundscapes are to be preserved, the noise from the airport seems to outweigh any noise coming from use along the corridor itself. Could it be abated somehow?

What is most important is to develop and select an alternative that meets the NPS legislated mission to "conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1436

Author Information

Keep Private: No
Name: N/A N/A
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San Mateo, CA 94402
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I have driven this road many times personally with my family and consider it one of the most beautiful places to be seen in the Lower 48 states.

As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Mark Wentley
San Mateo, CA

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1437

Author Information

Keep Private: No
Name: Sarah Lutz
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a

good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Topic Question 4:

Making the area more accessible for cyclists is good for locals, tourists and the wild life.
cars = bad; bikes = good

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1438

Author Information

Keep Private: No
Name: SCOTT M. BIGHAM
Organization:
Organization Type: I - Unaffiliated Individual
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SEDONA, AZ 86351
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1439

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
new york, NY 10026
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1440

Author Information

Keep Private: No
Name: Evelyn G. Steege
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Stuarts Draft, VA 24477
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Keep the gravel road.

Topic Question 2:
Don't commercialize or disrupt the Tetons. Preserve the whole thing including Moose Wilson Rd.

Topic Question 4:
Our family visited this summer and we saw a moose on Moose Wilson Rd and it was so cool that we will never forget it.

Comments: Please continue to protect and preserve all of Teton national forest and the Moose/Wilson area.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1441

Author Information

Keep Private: No
Name: Pam Statz
Organization:
Organization Type: I - Unaffiliated Individual
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Portland, OR 97202
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

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Topic Question 2:

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Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1442

Author Information

Keep Private: No
Name: sarah zimmerman
Organization:
Organization Type: I - Unaffiliated Individual
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wooster, OH 44691
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1443

Author Information

Keep Private: No
Name: Lisa Gentry
Organization:
Organization Type: I - Unaffiliated Individual
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Victor, ID 83455
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

D. I think visitors and locals should be allowed to travel through the Moose Wilson road to access the park as it provides the recreational experience in line with NPS goal to provide for enjoyment of all. It's convenient to go to the park from my job in Teton Village and I do use this road to travel to the park for recreation.

Also, I like the road now because it does promote a slow drive through the park which I think benefits the wildlife as well.

Finally, I would like to enjoy the park on my bike, and currently I feel that it is pretty unsafe given the narrow road and all the cars.

Topic Question 2:

I feel the options with out a bike path are not as favorable for the guests to enjoy this portion of the park. When my friends come into town we have often considered the taking them biking from the village to the Lawrence Rockefeller Preserve but then we don't end up going because it is too dangerous.

Topic Question 3:

no

Topic Question 4:

I strongly promote two way traffic on the Moose Wilson road because in addition to the reasons stated above, I believe a closure would negatively impact our local economy by inconveniencing our summer

visitors.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1444

Author Information

Keep Private: No
Name: Kathy Bradley
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Lugoff, SC 29078
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Grand Teton Moose

[Click Here to Send Your Comments!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Kathy,

Park visitors may not always remember the name of the road, but they certainly remember their once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers often seen just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park.

Over the past ten years, however, this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. Now, the National Park Service (NPS) is facing demands for even more development within the road corridor. NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Park managers are developing a plan that will shape the future of this critical landscape, but powerful

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

special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources. Please lend your voice to support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

As part of a two-year process to develop the 'Moose-Wilson Road Comprehensive Management Plan', preliminary alternative scenarios were proposed for addressing vehicle, recreational, and pedestrian traffic while still protecting the area's unique wildlife, biology, and cultural history. Your comments will be used to develop their Environmental Impact Study in 2015. Some ideas within the park's proposal will lead to increased protection for park resources, while others will contribute to a decline of the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

Take Action: Tell Grand Teton National Park Superintendent David Vela to first and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Here's how to submit your comments to Superintendent Vela.

Step 1: Go to <http://parkplanning.nps.gov/commentForm.cfm?documentID=60898> and carefully follow the form instructions.

Step 2: Please submit your comments by copying and pasting the sample message below into the 'Comments' field of the web form, adding any personal observations or stories that support your comments. Note: Four questions precede the 'Comments' field; those are optional.

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 to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1445**

Author Information

Keep Private: No
Name: Brooks Obr
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Coralville, IA 52241
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
2161 Brown Deer Road

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1446**

Author Information

Keep Private: No
Name: Doris L. Reiter
Organization: Dora Gift Shop
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Dallas 75231
Dallas, TX 75231
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
Need to take care of the animals in park, whether they be big or small. They are a part of America's Heritage. The Moose, Deer, Wolf, Sheep, or other wild life. Even wild horses or buffalo are things that can not be replaced again once they have been eliminated. If we do not watch out for the animals, no one else will.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1447

Author Information

Keep Private: No
Name: Patricia M. Rodgers
Organization: NPCA
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Kirkland, WA 98034
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1448

Author Information

Keep Private: No
Name: Cindy L. Thompson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Salina, KS 67401
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1449**

Author Information

Keep Private: No
Name: Barb J. Crumpacker
Organization:
Organization Type: I - Unaffiliated Individual
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Coeur D'Alene, ID 83814
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please protect the Grand Teton wildlife corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1450

Author Information

Keep Private: No
Name: Clifford C. Woods
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bristol, RI 02809
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

My interest as a private citizen is to see the Grand Teton National Park retained in its natural state to the greatest degree possible, consistent with the original intent of the legislation establishing the Park System, to allow controlled public use and access.

Consequently, I favor Alternative C. It emphasizes entry to the Park, and the Corridor, by groups of individuals rather than by private vehicles. It also reduces by a month public use of the Corridor. (Please see my comments below.)

Comments: I do not feel qualified to make very specific comments on the alternatives since it has been a very long time since I was there and do not remember if I have been on the Corridor.

However, relying on the Park Management's judgment, I would ask that you do all you can to limit use of the Corridor, and the Park backcountry, including skiing slopes, by individuals travelling separately, while encouraging group use.

I feel sure this action would lessen impact on wildlife, provide better control of behavior within the Park, and lessen the need for development of public facilities.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1451

Author Information

Keep Private: No
Name: Wendell L. Coleman
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
South Londonderry, VT 05155
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

I have not personally been to the Yellow Stone area yet, but in touring National Parks and Monuments in New Mexico and Utah, encountering wildlife, from song birds exotic to a Vermonter to a Golden Eagle, pronghorns and more was the the greatest part of the experience.

Thank you.

Wendell Coleman

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1452

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Woodbridge, VA 22193
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1453**

Author Information

Keep Private: No
Name: William F. Cope
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Memphis, TN 38127
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1454

Author Information

Keep Private: No
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Organization:
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Arcata, CA 95521
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you. Erin Rowe

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1455

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Fort Lauderdale, FL 33304
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
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Thank you.

Topic Question 2:

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Thank you.

Topic Question 3:

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

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Topic Question 4:

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Thank you.

Comments: Dear Superintendent Vela,

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1456

Author Information

Keep Private: No
Name: George Guenther
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seattle, WA 98115
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1457

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Palmetto Bay, FL 33157
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1458**

Author Information

Keep Private: No
Name: Barbara Hegedus
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Parkesburg, PA 19365-9198
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Any expansion of roads, traffic and off-road vehicles!

Topic Question 2:
Ditto: the area should be for enjoyment of wildlife - all of which we should LEAVE ALONE to live their lives.

WHO NEEDS MORE ROADS, TRAFFIC, VEHICLES - PEOPLE - INVADING THE PARKS AND DISTURBING (OR KILLING) WILDLIFE?

Topic Question 3:
ALL STRATEGIES SHOULD AIM TO PROTECT PARK AREA - FROM US!

ALL STRATEGIES SHOULD BE DESIGNED TO PREVENT FURTHER INTRUSION OF ANY KIND, BY HUMAN BEINGS. WE CAN ENJOY ALL OUR PARKS AS IS - MORE OF OUR TRAFFIC AND GARBAGE IS CERTAINLY NOT TO THE BENEFIT OF THE PARKS OR THEIR WILDLIFE.

Comments: I STRONGLY SUPPORT ANY AND ALL DECISIONS THAT PRESERVE WHAT'S LEFT OF OUR NATIONAL PARKS - ALL OF THEM - AND THE MAGNIFICENT WILDLIFE WHO CALL THEM HOME.

THIS DOES NOT INCLUDE MORE ROADS, TRAFFIC AND VEHICLES.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1460

Author Information

Keep Private: No
Name: Lewvi E. Wood
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Madison, WI 53711
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Sample message/comments

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1461

Author Information

Keep Private: No
Name: Bryna Chang
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Palo Alto, CA 94306
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

In July, I just visited Grand Teton National Park, my favorite national park out of the many, many parks I have visited. As such, I am writing to express my concerns about the future of the Moose Wilson Road Corridor within GTNP. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. This road is a unique area within the park, allowing visitors to access less crowded areas of the park that allow visitors to experience the wilderness and serenity that makes GTNP my favorite park. When I visited in July, the road was already extremely crowded with traffic. All the human traffic led to some people approaching wildlife closer than the set guidelines- -I saw some visitors park cars and walk to within 5 meters of a resting bull moose. Further, other visitors were anxious to get places and drove dangerously fast and close to other cars. I would hate to see what would happen to this area if the road were made even easier to traverse. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1462

Author Information

Keep Private: No
Name: Kate Sollitt
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Wilson, WY 83014
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am in favor of option 1 which is as I understand it, is to do nothing. We need to be stewards of our national parks, wildlands, wetlands and wildlife, and paving, or widening or creating another pathway will alter the environment, interfere with migratory patterns, and stress the wildlife. Please preserve and protect this special area.

Topic Question 2:

Strategies 2, 3, and 4 all create too much impact on the environment and confusion as to when the road is open, not to mention, the need for more staff to manage the timing of the road opening, volume of traffic and more. Keep it as it is.

Topic Question 3:

Yes, make the road one way heading north to reduce the traffic, and have folks go around if they have to drive south. It is not that far out of the way, and necessary to preserve and protect, and limit the amount of traffic on the road now.

Topic Question 4:

The pathways exist on the outer road to the Park and are perfectly fine and usable. We do not need another pathway to Moose, especially since the damage that will be done in creating this pathway is irreversible. Please, preserve and protect this incredible natural environment that we have.

Comments: As steward of our natural resources, parks and wildlife, please do not succumb to the pressures of the Friends of Pathways, commerce and greed. Preserve and Protect as you are charged to

do.
Thank you for offering public comment.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1463

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Boise, ID 83706
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

There is are so few precious parcels left for wildlife. If we don't protect now; it will be gone forever and mother earth and her wild inhabitants and humans will all suffer from that loss.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1464

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Willits, CA 95490
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1465

Author Information

Keep Private: No
Name: Helen C. Curtis
Organization:
Organization Type: I - Unaffiliated Individual
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Spokane, WA 99208
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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This area, which is home to wildlife, should be kept as natural as possible with roads used only for quietly viewing the wildlife as they normally live. People in vehicles impose themselves on the animals' living area. Heavy vehicle traffic would disturb and disrupt, defeating the purpose of the National Park concept.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1466

Author Information

Keep Private: No
Name: Robin McGee
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Jackson, WY 83001
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D is my preferred alternative because it is:

â—¼Best for the environment

â—¼Best for enhancing visitor experience

â—¼Best for keeping the road SLOW & NARROW

â—¼Best for reducing traffic by encouraging active transportation and traffic flow technology

â—¼Best for safely enjoying the Park on foot or bike

Topic Question 2:

Alternatives A, B and C. These alternatives are less desirable because:

â—¼Road closures cause an imbalance of traffic flow, idling lines and erratic visitor experiences with negative impacts to the environment and the public

â—¼Without a separate pathway, the Moose-Wilson road cannot be enjoyed safely outside of a car

Topic Question 4:

Connecting the pathway corridors and having a pathway on the Moose-Wilson Road should be priorities. The Park should encourage as much non-motorized transportation as possible.

Comments: Thank you for recognizing the positive value of active transportation. I think it's so important to experience the Park outside of the car and have fully utilized and enjoyed all current pathways in the

parks. My nine year old son loves them, too, and I am so grateful to have a safe way for my son to enjoy the park on his bike. It is so fabulous to see so many visitors getting out of their cars and enjoying the pathways.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1467

Author Information

Keep Private: No
Name: Kari Cooper
Organization:
Organization Type: I - Unaffiliated Individual
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Jackson, WY 83001
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Alternative D

This is the people's park. Safe, accessible modes of travel (vehicular, bike, pedestrian) can be achieved without further impact to environment / wildlife.

Topic Question 2:
Closing the road would be the worst possible outcome. If you are required to keep the road operating between Moose and the Rockefeller Center, keeping the road open to Teton Village for all visitors and locals is simply common sense.

Topic Question 4:
Thank you for the opportunity to comment - and your willingness to have an open, transparent process.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1468

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The Moose-Wilson corridor is one of the special areas of GTNP with an abundance of critical wildlife.

Topic Question 2:

The single most important issue affecting the Moose-Wilson corridor is the existence of the active through roadway itself. In my 35 years out here, my friends and I have utilized this roadway in the summers as a matter of convenience. This roadway is inconsistent with Park values. The road, currently closed to vehicular traffic for up to seven months every years should be closed to non-emergency vehicular traffic and bicycles permanently, at all points north of the LSR Center. I am in favor of a non-vehicular/non-bicycle pathway for walkers, horses, skiers connecting from 390 to Moose.

Topic Question 3:

This corridor is a special place with critical scenic and wildlife habitat. It should be treated and preserved as such.

Topic Question 4:

Close this road to motorized vehicular traffic (except emergency vehicles) and bicycles permanently at all points north of the LRS Center. Pedestrians, horse and skier traffic only.

Comments: The Moose-Wilson Road should be closed to all through route motorized vehicular traffic and bicycles year round permanently. Prior to the development of the Jackson Hole Ski Resort this entire roadway was an unpaved rural ranch road. See enclosed letter to David Vela and GTNP.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1469

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism.

Topic Question 2:

Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1470

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 2:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

Topic Question 3:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS

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

alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 4:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Comments: To HIM we shall all return.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1471**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

No Correspondence Text Found.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1472

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Roads in the National Park must not be high traffic corridors but rather be geared to shuttle busses, pedestrian paths and biking trails, for the enjoyment of tourists without impact on the wildlife in the Park. More development and paving of roads must not occur, and seasonal closures are necessary for the animals to be undisturbed when winter comes. Keep the parks accessible without any further disturbance to the wild animals that live there, and to maximize the natural ecology of their habitat.

Topic Question 2:

More paving for traffic is a bad idea for the land and the animals that live in the Park. The road should remain a one lane gravel low speed road. Plans for shuttles and for bike trails and walking paths are needed.

Topic Question 3:

Commercial trucks and large carriers do not belong in the Park.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1473**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Moose-Wilson Road should be kept quiet and not expanded in any way that would allow more disruption for wildlife.

Topic Question 2:
We have too many people and not enough green space and wildlife. Wildlife should be the priority here not more human activity.

Topic Question 3:
Please preserve the wilderness, not hack it away bit by bit.

Topic Question 4:
Don't expand the road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1474

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1475**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
animals and their habitat are all that matters

fat people need to walk

ban vehicles

Topic Question 2:
animals and their habitat are all that matters

fat people need to walk

ban vehicles

Topic Question 3:
animals and their habitat are all that matters

fat people need to walk

ban vehicles

Topic Question 4:
animals and their habitat are all that matters

fat people need to walk

ban vehicles

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1476

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Protect and Preserve are key words in the goals with which I would hope everyone can agree. Alternative B addresses safety and Park access issues (Moose Wilson Road access only after entering the Park) which are important and logical. Moving the north entrance may reduce some unnecessary traffic. I believe the Rockefellers' wanted the Park including the Moose Wilson Road to remain as natural as possible. We should honor that request. We should also do everything we can to make the area available for wildlife to traverse, habitat and be safe.

Topic Question 2:

Extensive changes and modifications. Constructing a bike path would be very disruptive to the area and ultimately create potentially dangerous conditions for bike riders. We know that numerous wildlife species including bears inhabit that area and having bike riders (potentially children) in the woods seems dangerous. We certainly would not want human injury. We also would not want a bear or elk destroyed because they had an encounter with someone walking or riding along a bike path. I think that bikers should follow the same road access rules as for automobile travelers.

Topic Question 3:

Reinforce the priority to protect, preserve and keep as natural as possible.

Topic Question 4:

Please do not make this road a highway, keep it as natural as possible. I am not an advocate of paving the current unpaved section as I believe that will just increase commuter traffic. Sometimes it gets quite rough

which should be addressed but paving is not necessary and may be counter productive to the goal of control and safety...paving will increase speeds.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1477

Author Information

Keep Private: No
Name: Arleen S. Wiley
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

The National Park Service is in Stewardship of these lands, and as such should do all that is within its powers to maintain quiet, peaceful, serene and safe environments, particularly and specifically for the wildlife, flora, and the overall natural habitat. It is not intended as an amusement park. It should not be commercialized for profit. When these lands are gone, destroyed, it is forever a loss and a shame upon humanity.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a

more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1478

Author Information

Keep Private: No
Name: Paul Vaughn
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Organization Type: I - Unaffiliated Individual
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Jackson, WY 83001
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Realignment of road between Sawmill Ponds and Death Canyon
Abandon section of road between Murie Ranch Road and the Hill near Sawmill Pond and relocate to intersection with Teton Park Road to eliminate need to enter the park twice.
Rework White Grass Death Canyon access road
Pave existing part of unpaved road
Effect some limitation of vehicular traffic
Provide bikers with a safe pathway
Restroom at Granite Canyon trailhead

Topic Question 2:

Except for a one-way road (perhaps even north only in the morning and south only in the evening)all of the discussed alternatives to limiting vehicular traffic are impractical, expensive or grossly inconvenient - necessitating, at the least, effective alerts before anyone even entered Hwy 22 from Hwy 390.

Much as I would love it, an off road bike path is too costly and damaging to the Park environment and would invite more bear/human conflicts.

Topic Question 3:

Recognize the road is now little more than a short-cut into the Park and to the Airport for those living and visiting Teton Village, Highway 22 and Wilson. THERE IS A BETTER ALTERNATIVE!!

A safe bike path is very desirable but it needs to be all or a portion of the existing roadway (fully paved) or a widened area immediately adjacent to the existing road [as reconstructed in its northerly reaches]

Topic Question 4:

Decades ago Lawrence Rockefeller urged the Park/County to construct a "North Bridge" from The Teton Village area to Hwy 89 between the Golf & Tennis Club and the Airport. I understand he offered one million dollars toward such project. That project should be pursued now. The road would commence on the Moose Wilson Road just South of the current entrance station, continue eastward along the southernmost edge of the Park then across BLM land on the western bank of the Snake, then, after bridging the River, across one or two private parcels located to the East of the Snake, thence connecting with the end of West Zenith Road and utilizing that existing road and East Zenith Road to the intersection with Spring Gulch Road. From there you have a choice of turning South and using that road to its intersection with Golf Course Road and eastward to Hwy 89, or you can proceed straight eastward to Hwy 89. If this was done, you can eliminate the Moose/Wilson park entrance station, convert all of the southern end of the existing roadway in the Park to bike path (ideally pave a pathway across the currently unimproved section) until it reaches the Rockefeller Reserve road. From there on the path would be constructed immediately adjacent to or as a widening of the paved road as reconstructed in its northern reaches. If the alternative was elimination of the southern end of the existing Moose/Wilson Road, all of the merchants and lodging companies as well as all f the residents of Teton Village and residents along Hwy 22 and Wilson, as well as Teton County and the State would find a method of funding the expense of the new Bridge [which is badly needed when you consider there is only one narrow bridge across the Snake near Wilson. If it was blocked or damaged, the only way from Jackson the West is across the bridge in the Park thence South down Moose/Wilson Road] and, if the Park Service contributes to the costs of the roadway it will not be significantly more than the costs of construction of some of the other alternatives, including ongoing maintenance and operation of the superfluous entrance station and administration and policing of the various alternatives for limiting traffic that have been proposed. THIS IS THE SHORT-CUT TO THE PARK AND AIRPORT THAT SHOULD HAVE BEEN IMPLEMENTED YEARS AGO WHEN TETON VILLAGE WAS DEVELOPED. LAWRENCE ROCKEFELLER HIMSELF RECOGNIZED THAT. Teton county is now in the midst of construction of a six million dollar bicycle bridge across the Snake River - so much for the costs and environmental effects they might complain when they consider a North Bridge!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1479

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1480

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
Do not alter road...see below.

No pathway needed...we could make it a one way road?

Topic Question 4:
I am very concerned that the alternatives proposing realigning the road and creating a new pathway have the potential to disturb known archaeological sites in GRTE and make the National Register listed (historic) Moose-Wilson Road not eligible. This is a very scenic road that I always bring visitors to see. To alter it, alters a significant historic place in Jackson.

I am in favor of an alternative that will not destroy known archaeological sites and will not adversely affect the historic road, such as making Moose Wilson Road a one way road.

Comments: I am very concerned that the alternatives proposing realigning the road and creating a new pathway have the potential to disturb known archaeological sites in GRTE and make the National Register listed (historic) Moose-Wilson Road not eligible. This is a very scenic road that I always bring visitors to see. To alter it, alters a significant historic place in Jackson.

I am in favor of an alternative that will not destroy known archaeological sites and will not adversely affect the historic road, such as making Moose Wilson Road a one way road.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1481

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 2:

I am concerned that unacceptable traffic impacts and calls for increased development could destroy the historic character, solitude, scenic and wildlife values of this special area. It is critical that the park service maintain the low-speed, winding, gravel road to preserve these.

Topic Question 3:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 4:

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1482

Author Information

Keep Private: No
Name: Cynthia M. Piper
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

“Dear Superintendent Vela,“
As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of the Moose Wilson Road Corridor within Grand Teton National Park.

It is a crucial concern that unacceptable traffic impacts and calls for increased development could destroy these qualities of natural beauty.

The park service must maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area. and not as a busy traffic route.

The use of traffic management techniques to reduce the number of vehicles, slower driving speeds, and to eliminate commercial and commuter traffic along the road would help preserve it's character.

These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road system.

Although the National Park Service alternatives mention the use of a future small shuttle system, it should develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts and lessen human impact. Bio-fuel shuttles could run on waste oil from park concessions and local restaurants, making it a low cost and non-polluting alternative.

It is also crucial to support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance.

Most importantly, any new development in areas that have not been previously impacted should be prohibited.

The vast landscape of the Grand Teton range are owned by, cherished, and enjoyed by people from across

the United States, who would want the utmost protection to ensure they are enjoyed in their wild beauty for generations to come.

Park protection is crucial to support around this country. Grand Teton National Park is a splendid place of unparalleled wonder.

Your actions will really make a difference in how the park will manage a critical road corridor in the future.

Please protect the wildness of this magnificent place.

Thank you.

Sincerely,
Cynthia Piper

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1483

Author Information

Keep Private: No
Name: Susan Krause
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Saint James, NY 11780
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a wildlife biologist,lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

sharon_mader_90b.jpg

Sharon Mader
Grand Teton Program Manager

P.S. See for yourself what's at stake in the Moose-Wilson road corridor in this Park Service video.

Share This on FacebookShare this on Facebook Share this on TwitterShare this on Twitter

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1484

Author Information

Keep Private: No
Name: David L. Marshall
Organization:
Organization Type: I - Unaffiliated Individual
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Duncannon, PA 17020
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1485**

Author Information

Keep Private: No
Name: Carey S. Stanley
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Jackson, WY 83002
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Building a pathway will reduce car traffic on the Moose-Wilson Road as well as help make Jackson a world class cycling destination.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1486

Author Information

Keep Private: No
Name: Steve P. Schildwachter
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Winter Garden, FL 34787-9125
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1487**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Ghent, NY 12075
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.
Please stop any destruction from further development.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1488

Author Information

Keep Private: No
Name: Gregory Roll
Organization: Mr.
Organization Type: I - Unaffiliated Individual
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Rapid River, MI 49878
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Limiting both vehicular traffic and added stress to the environment surrounding the Moose Wilson Road.

Topic Question 2:
Wider lanes and shoulders coupled with paved platform and higher speeds would only impact wilderness area and wildlife negatively. What's the point of bringing more people in if all you are going to do is denigrate what it is they are coming to see?

Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the

road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1489

Author Information

Keep Private: No
Name: Aida Shirley
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Las Vegas, NV 89147-8101
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The shuttle service proposal can be a good alternative if it respects the natural rhythms of the entire ecosystem.

Topic Question 2:

Do not pave over any of the current gravel roads.

Topic Question 4:

The most important goal shall be for this plan to preserve the current natural state of this corridor. Please include total closures for as long as needed to ensure this region stays pristine. Human's activities shall never negatively impact the wildlife. Humans that want their comforts, and gas guzzling toys, need not come to this place.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1490

Author Information

Keep Private: No
Name: Joanne J
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Butler, NJ 07405
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Avoid development, maintain slow driving speeds, maintain pristine environment and solitude

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1491

Author Information

Keep Private: No
Name: Joseph J. Trucco
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Evanston, IL 60201
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe alternative A is the best choice. This choice still allows access to the area without the disruptions and flow control called for in the other options. Many of the current problems could be solved with my proposal in question 3.

Topic Question 2:

Options B, C, D are only stop gaps at best with the continuing growth of human pressure on the corridor. Until permanent relief, see 3, can be achieved I believe option A is best.

Topic Question 3:

Yes. The increasing human pressure on the corridor can only be reduced by providing an alternative route between Teton Village and Moose. I don't see a plan for a totally new route. Looking at this as a traffic problem for all of Teton County and not just the park one can see the need for a new road and bridge across the Snake River. If you do that between Teton Village and the airport I think you would substantially reduce the corridor traffic. I understand that the majority of that route is not in Teton Park but the Park could bring pressure on the county to do what has been needed for many years and solve two problems with one bridge.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1492

Author Information

Keep Private: No
Name: Alex F. Freeburg
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Jackson, WY 83001
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Protect wildlife over car transportation. It's not an appropriate route to the airport from the West Bank. Consider banning RVs. I like the bike path if it can be done without screwing up wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1493

Author Information

Keep Private: No
Name: Paul J. Gregg
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Seymour, WI 54165
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
KEEP FEES AT PRESENT LEVELS - - DON'T PRIVATIZE.

Topic Question 4:
SEE THE COMMENTS BELOW.

Comments: Since I don't know what the propose preliminary alternatives are, I cannot be specific, but I can make a good guess what they are. My comments are numbered below.

1. Keep entry fees as they are. Face the rising costs of maintenance and provision of extra facilities to serve the increasing number of visitors by eliminating the tax breaks that oil and coal companies now receive, and using the extra taxes that they now must pay to fund these requirements. An easy solution that has the additional secondary benefit of raising the cost of polluting energy and encouraging non-polluting wind and solar, so that the very air over the parks is better and less polluted.
2. Provide a fleet of rental electric vehicles at the boundary of the park, so that visitors may quietly observe the animals that they came to see, and produce no air pollution in the process.
3. Above all, DON'T PRIVATIZE [PROFITIZE] the national park operations. This makes the rich even richer, and it makes it more costly for those that are able to visit, and prevents others from visiting who have helped to pay for these parks with their taxes, but are too poor to travel to visit them.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1494

Author Information

Keep Private: No
Name: Donna Selquist
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Port St Lucie, FL 34987
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I urge you to dismiss any suggestions or plans that would negatively impact park wildlife in any way.

Topic Question 2:

Minimize or eliminate completely road traffic through the park.

Topic Question 3:

People come to the park to relax and also to see the wildlife. Please keep the park safe and available for the wildlife!

Topic Question 4:

Minimal development ONLY!

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park

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

destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1495

Author Information

Keep Private: No
Name: bonnie cimo
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Arlington Hts., IL 60004
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Bonnie Cimo

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1496**

Author Information

Keep Private: No
Name: ann MAGNUSON
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Organization Type: I - Unaffiliated Individual
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WILSON, WY 83014
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
KEEP THE ROAD THE SAME AND CERTAINLY DO NOT MAKE IT A BIKE PATH. WE HAVE ENOUGH ANIMALS AND DO NOT NEED ANY BEAR ATTACKS

Topic Question [REDACTED]
[REDACTED]

[REDACTED]
WE NEED TO KEEP THE ROAD IN GOOD REPAIR AND NOT SPEND MORE MONEY OR CUT ANY MORE TREES

Topic Question 3:
NO

Topic Question 4:
JUST KEEP THE ROAD THE WAY IT IS!!!

Comments: WE ARE 12 SOULS OF THE MAGNUSON TRUCCO FAMILY AND HAVE LIVED HERE SINCE 1966. CHANGE FOR SOME THINGS ARE GOOD BUT THINKING OF MAKING A BIKE PATH NEXT TO THIS HISTORICAL ROAD IS A TRAVESTY. WE HAVE ENOUGH BIKE PATHS AND NOT THAT MANY BIKERS. WHY RUIN A GOOD THING AND SPEND MORE OF OUR COUNTY'S MONEY AND OUR MONEY. PLEASE LISTEN AND DO NOT CHANGE THIS

WONDERFUL SCENIC ROAD.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1497

Author Information

Keep Private: No
Name: robert cobb
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
knoxville, TN 37934
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Grand Teton Moose

[Click Here to Send Your Comments!](#)

(This link will take you to the National Park Service's Planning, Environment, & Public Commenting website.)

Take Action

Dear Robert,

Park visitors may not always remember the name of the road, but they certainly remember their once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers often seen just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park.

Over the past ten years, however, this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. Now, the National Park Service (NPS) is facing demands for even more development within the road corridor. NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Park managers are developing a plan that will shape the future of this critical landscape, but powerful

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

special-interest groups are trying to force NPS to allow for increased impacts on the Moose-Wilson Road corridor, which could irreparably harm park resources. Please lend your voice to support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

As part of a two-year process to develop the 'Moose-Wilson Road Comprehensive Management Plan', preliminary alternative scenarios were proposed for addressing vehicle, recreational, and pedestrian traffic while still protecting the area's unique wildlife, biology, and cultural history. Your comments will be used to develop their Environmental Impact Study in 2015. Some ideas within the park's proposal will lead to increased protection for park resources, while others will contribute to a decline of the very values park visitors hold dear: the chance to experience serenity and quiet and an opportunity to experience a wide variety of wildlife that live nowhere else but the Greater Yellowstone region.

Take Action: Tell Grand Teton National Park Superintendent David Vela to first and foremost protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Here's how to submit your comments to Superintendent Vela.

Step 1: Go to <http://parkplanning.nps.gov/commentForm.cfm?documentID=60898> and carefully follow the form instructions.

Step 2: Please submit your comments by copying and pasting the sample message below into the 'Comments' field of the web form, adding any personal observations or stories that support your comments. Note: Four questions precede the 'Comments' field; those are optional.

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 to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you. Robert Cobb

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1498

Author Information

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Cathedral City, CA 92234
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1499

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
GBB

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1500**

Author Information

Keep Private: No
Name: Steve Reznick
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Correspondence Information

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

Correspondence Text

Topic Question 1:
Stop encroaching onto national parks.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1501

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:

It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts. I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance.

Topic Question 3:

Development in areas that have not been previously impacted should be avoided.

Comments: Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1502

Author Information

Keep Private: No
Name: Alejandro Leon
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1503

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Plan D is the best alternative

Topic Question 2:
Closing the road on certain days during the week, or making the road one way are alternatives that will not accomplish anything but confusion and frustration.
It will also force people to waste fuel by circumnavigating the valley, adding additional traffic to the downtown area.

Comments: Human beings, as part of the natural food chain need to be included in planning and maintaining the national parks. By taking people out of the equation, you create an unrealistic view of our environment.
Hopefully, we'll all be able to enjoy this amazing place for many many years to come. But we have to do it with a true grasp of reality and not fantasy.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1504

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1505**

Author Information

Keep Private: No
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Organization: member
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
All strategies should be carried forward.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1506

Author Information

Keep Private: No
Name: Douglas Sporn
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

Doug Sporn

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1507

Author Information

Keep Private: No
Name: Linnea Gardner
Organization:
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Wilson, WY 83014
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The strategies I am in support of are mostly in alternative B. The relocation of the Moose entrance station so that you only have to go through one, regardless of which way you come in. Rehabilitation of the north road section that will then be abandoned with new road realignment away from the Sawmill Ponds. Modification proposed for the Death Canyon trailhead, although it would be nice to see less than spaces for 60 vehicles. Maybe half that. Keep the LSR lot as is and also the Granite Canyon trailhead parking. Improve the gravel section of the road, but not pave it - just a higher quality grading and gravel.

Topic Question 2:

I oppose any separate/additional pathways. This is not a state, county or city park. This is a National Park that has been set in place to first and foremost protect the land and the wildlife for future generations. We need to be better stewards of our national treasures and not succumb to individuals who want to push their personal agendas. There are plenty of pathways to be found outside of the Park for those who want to recreate. This area is also highly used by wildlife, and adding extra pathways for people to bike and walk on will increase wildlife/human encounters and incidents which generally means that the wildlife gets destroyed (as in put to death). This must be avoided at all costs.
Also, there is no need to pave any more road. Leave the gravel road as gravel.
I also oppose limiting traffic during peak hours. Who will be counting cars, opening and closing gates and watching the times. This seems a needless waste of park dollars to me. There are better alternatives. (To be addressed in Question 3)
I also don't think there is a need for so many pull-outs to be added. I will address my reasons for this in Question 3 also.

Topic Question 3:

Yes, yes, yes. I would like to see a push for a Shuttle Bus system for the Moose-Wilson corridor. These are very efficient while freeing up the riders to enjoy and view the area as someone else drives. They reduce the impact of individual cars and have a smaller carbon footprint. These systems are already in use in other parks. I have used them and have found them (to my surprise and pleasure) to be convenient and easy. This would of course necessitate parking areas at both ends of the M-W corridor, but in the big picture it would reduce the need for adding asphalt in many other places. The north end can integrate into the existing Craig Thomas Discovery Center (probably enlarged), and the south end can terminate at the south entrance. The shuttle service can operate 7 days a week between 8am to 7 or 8 pm. When they are not running, cars should be able to use the road and the assorted trailhead parking in existence. The road should still close down for winter. There are many ways to make this alternative work and it is looking to the future when there may be heavier use of all roads and then you would just be looking at expanding the system and not starting from scratch.

I still see this alternative as using a realigned road that will avoid the Sawmill Pond area.

Topic Question 4:

I just want to reiterate that we should be looking at a Shuttle Bus system. Everything in our society is skewed towards growth and bringing in more and more visitors to the area. In the Big Picture, I think this alternative addresses all the issues the best while preparing for a future expansion into the rest of the Park. We need to be forward thinking, remembering the mission of these unique Parks and what they stand for and how best to preserve the land, the wildlife and the wilderness experience while giving everyone the ability to access these areas. Adding roads, pathways and asphalt is not the way. That kind of expansion can only go so far.

Comments: I can only add that I sincerely hope you will give my above comments your consideration. And please... please do NOT bend to local pressure to develop any more pathways. This Park does not belong to just the local users, who I think forget what the mission of our National Parks is all about. This is not a county park or a city park that is devoted to human recreation. We are looking at the future of our earth. This Park is only so big. It is not fair to take any more away from the natural world just so someone can ride their bike on their own road. This Park belongs to the bears, coyotes, moose, wolves, martens, owls, etc. Us humans are only passing through and should endeavor to do the least amount of harm.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1508

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.
Sydney

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1509

Author Information

Keep Private: No
Name: Karen Jacques
Organization:
Organization Type: I - Unaffiliated Individual
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Sacramento, CA 95816
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I don't have access to a copy of your actual alternatives. I am generally aware that you are considering a variety of options for the Moose Wilson Corridor, some of which would result in more traffic and human and vehicular activity on that corridor, some less. I am concerned that the corridor not experience any additional impacts from traffic and that the road through the corridor remain a gravel road and not be "upgraded" to allow for faster speeds or for commercial or commuter traffic.

Topic Question 2:

Do nothing that would increase either the speed or the capacity at which the existing road can be driven. I also support partial and temporary closures of the road, particularly in winter months to help protect wildlife.

Topic Question 3:

I support any strategies that would reduce access by vehicle. I am opposed to any additional development in the area.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As someone who cares deeply about preserving the natural environment and protecting wildlife, I see those things as the greatest value and main purpose of national parks. I am extremely concerned unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve

the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1510

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1511

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
see comments

Topic Question 2:
see comments

Topic Question 3:
see comments

Topic Question 4:
see comments

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1512**

Author Information

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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Please accept a plan that includes the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1513

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondences - Moose-Wilson Corridor Comprehensive Management Plan - PEPC ID: 48252

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1514

Author Information

Keep Private: No
Name: Gene M. Leganza
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Wilton, CT 06897
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1515

Author Information

Keep Private: No
Name: Kitty Dantonio
Organization: NPCA
Organization Type: I - Unaffiliated Individual
Address: Redmond, WA 98053
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1516

Author Information

Keep Private: No
Name: Heide C. Coppotelli
Organization: NPS
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Cedar Mountain, NC 28718
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1517

Author Information

Keep Private: No
Name: Kimberly Thomas
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Gerrardstown, WV 25420-4400
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1518

Author Information

Keep Private: No
Name: keren duran
Organization: Dr.
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
South gate, CA 90280
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: Park visitors may not always remember the name of the road, but they certainly remember their once-in-a-lifetime encounters with moose, grizzlies, elk, deer, and beavers often seen just feet from the winding Moose-Wilson Road in the southwestern corner of Grand Teton National Park.

Over the past ten years, however, this sensitive and quiet area has been burdened with greatly increased levels of commuter and commercial traffic, creating high traffic volume along the corridor and increasing conflicts with wildlife. Now, the National Park Service (NPS) is facing demands for even more development within the road corridor. NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1519

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Millington, MI 48746
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1520

Author Information

Keep Private: No
Name: Stephanie Armstrong
Organization:
Organization Type: I - Unaffiliated Individual
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Peoria, IL 61605
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1521**

Author Information

Keep Private: No
Name: Alfonsina Savino
Organization:
Organization Type: I - Unaffiliated Individual
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Berkeley Hts, NJ 07922
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
NO comment

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1522

Author Information

Keep Private: No
Name: melinda stucker
Organization:
Organization Type: I - Unaffiliated Individual
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norwich, VT 05055
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Important to protect wildlife in this area and find some way for people and animals to exist:
- keep traffic record
- find alternative routes for PEOPLE!

Topic Question 4:
This is a unique area (I have been there) - suggest NO traffic during high season, only small buses (like other parks).
Find an alternative route for public use!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1523

Author Information

Keep Private: No
Name: Sharen Perry
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ogden, UT 84404
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1524

Author Information

Keep Private: No
Name: Clara M. Jacobson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Olympia, WA 98512
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I have been visiting the Grand Teton National park for nearly 60 years. I first visited as a 2 year old on my way to visit family in Wyoming. I have visited almost yearly for many years and am appalled with the development around the area. Please keep this area as undeveloped and quiet as it was 60 years ago and resist special interests calls for increased development. NO development and a quiet wildlife habitat is the only way to go.

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1525

Author Information

Keep Private: No
Name: Tracey Mangus
Organization: Miss
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ford City, PA 16226
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1526**

Author Information

Keep Private: No
Name: PEG HENDERSON MILLS
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Organization Type: I - Unaffiliated Individual
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ANDERSON, SC 29625
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
DONT KNOW

Topic Question 2:
GIVING IN TO THE PRESSURE OF BIG OIL AND BUSINESS

Topic Question 3:
NO

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1527

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Menlo Park, CA 94025
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternatives B & C should be carried forward. Both alternatives would limit traffic as needed to prevent overcrowding. They would also improve the overall movement of people through the corridor.

Topic Question 2:

Alternative A should be abandoned. Something must be done. This alternative could do nothing to limit traffic through the corridor.

Alternative D should also be abandoned. A reservation system would be difficult to administer and would be a hardship for visitors coming into the area for a limited stay. Widening the corridor to provide pathways would have a diverse effect on wildlife.

Topic Question 3:

None to suggest.

Topic Question 4:

None.

Comments: We have a condo in the Aspens and spend a month here each year. We have been doing this for 20 years and have owned property here and visited periodically for more than 30 years.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1528

Author Information

Keep Private: No
Name: Linda M. Morgan
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Pablo, CA 94806-3767
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road, because allowing such traffic will only increase pressure to straighten and pave the road and increase speed limits to the detriment of wildlife and those who wish to enjoy peace and solitude. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1529

Author Information

Keep Private: No
Name: Nicola Nicolai
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Chester Springs, PA 19425
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1530

Author Information

Keep Private: No
Name: Pam L. Leighton-Burwell
Organization: Citizen park user
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Austin, TX 78757
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Close the road.

Topic Question 2:
Strategies that allow present and increased traffic volumes into the Park.

Topic Question 3:
Consideration of noise and light pollution from motorized vehicles needs to be addressed.

Topic Question 4:
Return the park to more pristine wilderness as respect for the Wilderness Act and remember Henry David Thoreau, "In wildness is the preservation of the world."

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1531

Author Information

Keep Private: No
Name: Frederick W. Paper
Organization:
Organization Type: I - Unaffiliated Individual
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Ann Arbor, MI 48103
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I don't think any strategies should be carried forward. The Moose-Wilson Road corridor needs to be left as it is so that it will continue to fit the purpose of a national park.

Topic Question 2:

All of the development strategies should be halted, and the road should be kept as a gravel road. National Parks were never intended to be developed any more than the limited amount necessary to accommodate visitors and campers.

Topic Question 3:

The only strategy in my opinion should be to maintain the gravel road as is and to let the park continue to be a natural area as much as possible.

Topic Question 4:

Please try to resist all the commercial development pressure and to maintain Teddy Roosevelt's philosophy of National Parks being places to get away from development.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1532

Author Information

Keep Private: No
Name: Linda A. Aurelio
Organization:
Organization Type: I - Unaffiliated Individual
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Jackson, WY 83001
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

As we consider alternatives to the existing M/W corridor, we should look at the successes we have achieved in the park already. #1 is a connective pathway system for bicycles and pedestrians. The new pathway within the park has been an amazing addition and an extension of that pathway along M/W makes complete sense. #2 Re-alignment of the road and entrance stations at the Chapel would provide efficiency as long as more stations were added to prevent congestion, such as a "QUICK LANE" for season pass holders ! #3 It also makes sense to pave the unpaved section of the road while we are doing this improvement. #4 improve entrance to Death Canyon Road and Trailhead for the benefit of all is long overdue. #5 Restroom at Granite Trailhead would be a great improvement to hikers/bikers/cross country skiers.

Topic Question 2:

While I hesitate to agree with a reservation system to limit car traffic, it could have potential for the best alternative to traffic control. I am adamantly against Plan B to stop traffic at LSR preserve. I do not think it would be a good decision either to only allow bikes and pedestrians two days per week. I think this is too limiting for tourist visitors, and make the other 5 days very congested. A compromise could be to use Plan D reservation system on heavy traffic volume days (perhaps weekends) and see how that would work before implementing a complete reservation system each day.

Topic Question 3:

My suggestions are to make sure if we re-align the M/W entrance stations to the Chapel, we have a "QUICK PASS" lane for all those that have a season pass. This will avoid congestion and frustration at the gate for all.

Compromise on the reservation system idea for vehicle entrance, and perhaps use the reservations on heavy volume days to begin, such as weekends, to see how this works. I have really never experienced a heavy enough volume of cars that I still didn't enjoy my experience on the corridor.

Topic Question 4:

I do feel we could use overall improvement on this corridor. Overall, I would vote for Plan D, with minor adjustments.

I look forward to a beautiful pathway and enhanced trailheads in the future !!

Thank you !

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1533**

Author Information

Keep Private: No
Name: Tony Wall
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Wilson, WY 83014
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
I think the main objective should be to build a multi-purpose pathway separate from the road for pedestrians and cyclists. I do not support closing the road to vehicles or limiting the number of vehicles - with a decent pathway it wouldn't be necessary. Park and ride mass transit is impractical unless the roadway is widened and unless there is a lot of new parking at both ends of the road. I also believe that the time has come to pave the last few miles of the road to Teton Village - it has not been a "rural" thoroughfare for many years so let's concede that and move on.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1534**

Author Information

Keep Private: No
Name: Melissa A. Stewart
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Keep it wild, reduce traffic.

Topic Question 4:
Q

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1535

Author Information

Keep Private: No
Name: Christi B. Yannelli
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am for Alternative B and Alternative D. I don't see why we cant have access to the road and have a separate path for cyclists, etc. If I had to choose one, it would be Alternative B (however, as a cyclist, this option is unfortunate as well). The Moose Wilson corridor is an important road to keep open to drivers. As someone who used to work in Moose and travel to the West Bank often, this road cut my time tremendously.

Topic Question 2:

C and A don't make sense to me. There is a need for improvement of some kind to the Moose Wilson corridor and only opening the road to cyclists on certain days is silly because of peoples work schedule conflicts, etc.

Topic Question 3:

I personally think that the Moose Wilson road should be widened and a separate path for cyclists, etc should be put in. Wildlife is extremely important in this area but we are also keeping ourselves from enjoying it as well when we put SO many restrictions on our environment.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1536

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Westlake Village, CA 91361
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1537

Author Information

Keep Private: No
Name: William D. Rizer
Organization: AGU
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Carlton, OR 97111
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

My wife and I traveled on the Moose Wilson Road Corridor during our most recent visit to Grand Teton National Park two years ago. We urge you to do everything to minimize development along the Corridor and maintain the 'wilderness' nature of the roadway as much as possible.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1538

Author Information

Keep Private: No
Name: Joan Hobbs
Organization:
Organization Type: I - Unaffiliated Individual
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USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 3:

In the southwestern corner of Grand Teton National Park, there is too much commercial and commuter traffic on the Moose-Wilson Road corridor, which interferes with the wildlife and the peaceful setting of the environment. This should be re-routed further away from the Grand Teton National Park, especially the commercial traffic to avoid conflicts with nature.

Comments: RE: the Moose Wilson Road Corridor within Grand Teton National Park

Dear Superintendent Vela,

I'm concerned that increased traffic and development could destroy the peace and quiet of the park. The park service must please maintain the low-speed, gravel road to preserve the park's historic character, solitude, scenic and wildlife.

Please prioritize this road as a quiet park destination and wildlife-viewing area and not as a busy traffic route. Please reduce the number of vehicles, maintain slow speeds, and eliminate commercial and commuter traffic along the road.

Please consider one-way road option, or temporary or permanent road closures of all or part of the road to allow for safe pedestrian and bicycling use within the existing road system.

Please develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic

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

impacts.

Please implement seasonal closures, efforts to limit winter disturbance of wildlife, and planning alternatives to protect wildlife security, and movement corridors, from human disturbance.

Most importantly, please avoid development in areas that have not been previously impacted at all cost.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1539

Author Information

Keep Private: No
Name: Richard O. Dorworth
Organization:
Organization Type: I - Unaffiliated Individual
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Ketchum, ID 83340
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Maintain and/or decrease vehicle speed.
Allow no net increase of pavement within the corridor.
Permit no increase in habitat disturbance/fragmentation.
Permit no removal of large numbers of trees and vegetation.

The world needs more bear, elk, wolf, coyote and deer population and untrammelled habitat to support them and the human spirit.

Topic Question 2:
Multi-use parallel pathway, taxis, winter grooming, more pull outs, interpretive kiosks, more disturbance.

The world needs to adapt to nature more commercial interests less.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1540

Author Information

Keep Private: No
Name: brigit belshin
Organization:
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1541**

Author Information

Keep Private: No
Name: Robert B. Watsabaugh
Organization:
Organization Type: I - Unaffiliated Individual
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Wilson, WY 83014
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support Alternative D.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1542

Author Information

Keep Private: No
Name: Robin Tierney
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Branford, CT 06405
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area. I am a yearly visitor to the Grand Teton National Park and have often visited Moose Wilson Road Corridor and I am asking that you do everything you can to protect this area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1543

Author Information

Keep Private: No
Name: Stan Moody
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Topsham, ME 04086
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Commercial activity should be severely limited.

Topic Question 2:
Any attempt to encourage uses not directly related to minimal impact recreation.

Topic Question 3:
Removal of user created parking.

Topic Question 4:
Paving to the minimal amount needed to protect the road way and reduce dust problems. Single lane with turnouts.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park

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

destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1544

Author Information

Keep Private: No
Name: Mark Mazhnyy
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Fresno, CA 93722
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1545

Author Information

Keep Private: No
Name: Holly Mcdonough
Organization:
Organization Type: I - Unaffiliated Individual
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Anaheim, CA 92807
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Topic Question 2:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1546

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Lawrence, KS 66047-9201
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1547**

Author Information

Keep Private: No
Name: Bette-Burr Fenley
Organization:
Organization Type: I - Unaffiliated Individual
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Chapel Hill, NC 27517
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
less traffic volume

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1548

Author Information

Keep Private: No
Name: shawnee m. mclemore
Organization:
Organization Type: I - Unaffiliated Individual
Address:
san diego, CA 92126
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1549**

Author Information

Keep Private: No
Name: Beth J. Piburn
Organization:
Organization Type: I - Unaffiliated Individual
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Seal Beach, CA 90740
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
This is a park not a highway. Limit traffic

Topic Question 2:
Increasing road size and speed

Topic Question 4:
the park alone. We visit to enjoy the quiet and wildlife, not to fight speeding cars and traffic.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1550

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Homer, AK 99603
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Speed limit should be on the whole very slow. That will protect wildlife and give people a chance to view and commuters will not want to go so slow.

Comments:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1551

Author Information

Keep Private: No
Name: Helen G. Rogers
Organization:
Organization Type: I - Unaffiliated Individual
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Sacramento, CA 95865
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
We need to save the animals. We do not need one more extint.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1552

Author Information

Keep Private: No
Name: J. D. Mang
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Limit access to these sensitive areas.

Topic Question 2:
Letting the public roam freely in any national park.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1553**

Author Information

Keep Private: No
Name: Tea L. Morgan
Organization: Citizen
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Keeping corridor intact is vital.

Topic Question 2:
Those ideas not supporting protection for perpetuity are not keeping with the protection set up for the national park and buffer zones. Private industry gain over citizen benefit should not be supported. You cannot rebuild a corridor if broken, it is irreparable.

Topic Question 3:
Please consider WHY the corridor was set up initially, going back to square one is my idea. Scientists and conservationists advocating for wildlife have very real, sound and valid reasons for protections to be in place.

Topic Question 4:
This isn't just about short term gain for a few business owners, this is about protecting our national heritage for future generations.
Disturbing this remaining corridor is not a good idea for many reasons, survival of wildlife and biodiversity is one very good reason that creates long term benefit for the majority versus a few.

Comments: Please do not break up the wildlife corridor, it is not a profitable idea for citizens who value their natural heritage.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1554

Author Information

Keep Private: No
Name: Charles H. Bush
Organization:
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Atlanta, GA 30318
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Continue "as is" - two-way travel between Moose and the Granite Canyon Entrance in the same manner as the existing conditions, under the same calendar schedule. The road would be retained in its existing alignment and width and would remain unpaved. There would be no realignment of Moose-Wilson Road. Parking lots and turnouts would generally remain their current size and the same locations. Bicycles would continue to be allowed on roads and parking areas and not allowed on trails. Current commercial activities within the corridor such as park-authorized wildlife viewing trips, guided snowshoeing and ski touring would continue to be permitted. Guided horseback riding in the Moose-Wilson corridor would continue on currently authorized trails and at current use levels.

Topic Question 2:

No bicycle pathway on the Moose-Wilson Road. It would destroy over 3,000 trees in a very pristine historical wooded area and increase the potential for wildlife and horseback rider conflicts. With only 3% of park users currently using the bicycle paths, I just don't see the benefit of such a large and disturbing project.

Do not close commercial horseback riding on the Sawmill Pond Trails. It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management. This area offers access to unique and safe horseback riding trails unavailable in other parts of the park. These trails are used to access the historical White Grass Ranch area, along with Sky Ranch and Trail Ranch. By taking interpretive rides through these historical ranches, you can reach the parks goal to Protect and maintain cultural resources as important links to the human history of the

Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources.

Topic Question 4:

After studying the plans, I am concerned about two goals in the Alternatives since they may alter our enjoyment and experiences on the trails that makes ranch life so special. Specifically, creating bicycle pathways along the Moose-Wilson Road and phasing out commercial horseback riding on the Sawmill Pond trails.

As much as I love bicycle paths, I don't feel this corridor is an appropriate location to have one. Commercial horseback riding provided by the dude ranches in the area provide a very important and historical function with few side effects over the decades they have been in operation.

Comments: I appreciate your continued dedication to retaining and respecting the culture and history of the park which includes dude ranching activities, an activity that should be protected and celebrated.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1555

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Arlington, VA 22205
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1556

Author Information

Keep Private: No
Name: Armando Menocal
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D, particularly the separate pathway and re-alignment around Moose Ponds. Alternative C could be acceptable if adopted entirely, closing road to all vehicles all the time. The plan must include a separated pathway for hikers and cyclists. Please stop ignoring the risks to safety of cyclists and pedestrians. As an 18 year Teton County resident, 12 year worker in GTNP, and long time professional advocate for conservation, I would say without hesitation that GTNP ignores or dismisses the safety of pedestrians-cyclists. GTNP and its biologists trivialize safety and use it to deny access or limit access to all but motor vehicles; for example, purporting to protect cyclists-hikers from encounters with grizzlies, which are almost unheard of, by forcing them to risks cars crashes, which are real and common-place. I am sure that hikers/cyclists will gladly take their chances with grizzlies rather than cars. The Park and its senior wildlife biologist have no credibility on this issue. Do you really think that the public believes that the reason you have resisted separate pathways, while seeing no problems building and enhancing roads (Jenny Lake Loop Road) or forcing bikes to compete against cars, RVs, and trucks, is that you are concerned about the safety of hikers/cyclists?

Topic Question 2:

I am opposed to Alternatives A and B. Neither addresses the two critical issues of preservation of Moose Ponds and creating a safe, appropriate experience for visitors. On many summer afternoons the moose ponds become a parking lot. Cars stopped ON THE ROADWAY in both directions, usually with the engine running, while passengers abandon their vehicle and run out to take pictures. A PARKING LOT OF VEHICLES WITH ENGINES RUNNING IS NOT A RURAL

ROAD. This behavior has been tolerated by GTNP for the 18 years that I've been living on the Moose-Wilson Road, and the dozen years that I drove the road reach the park most summer days to work as a guide.

Alternative A and B do not provide reasonable public access TO ALL MEMBERS OF THE PUBLIC, NOT SOLELY TO AUTOMOBILES AND RVs. No one in right mind would ride a bike or hike along road. I would love to be able to ride and walk along a separated pathway.

Topic Question 3:

An alternative that also merits consideration is simply to close the Moose-Wilson road to ALL motorized travel all the time from the Granite Canyon parking area to the Rockefeller Preserve, and leave it open the pedestrian and bicycle travel only. In effect, adopt the concept underlying Alternative C, closing road to motor vehicles, but doing so whole-heartedly, 7 days a week, rather than only 30 percent of the week (2 of 7 days). The latter alternative saves money, closing the unnecessary roadblock (entry station) on the south side and does not require a separated pathway - thus none of the "development" or "improvements" railed against by the environmental purists. The road becomes the pathway for pedestrians, hikers, bird-watchers, and cyclists.

Topic Question 4:

GTNP has a credibility issue which you continue to ignore. The entire Wyoming Congressional Delegation and most of the local elected officials don't believe that this is a fair process and that it hasn't been set up solely to reverse the decision reached in 2006. Even though the environmental purists may not like their policies, these are not bad people. There is a reason that they don't trust or believe GTNP. Comments from GTNP, especially Steve Cain, indicate that this issue has already been decided against hikers/cyclists and a separated pathway. If this were a court of law, no one who has expressed publicly the views of Mr. Steve Cain would be allowed to participate in the process. Any future drafts or plans should state that only unbiased, unprejudiced evaluators will participate in the decision-making. Let Mr. Cain file his comments publicly like the rest of us.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1557

Author Information

Keep Private: No
Name: Jamie Burks
Organization:
Organization Type: I - Unaffiliated Individual
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Wyndmoor, PA 19038
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1558

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Wilson, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Limit traffic favor pedestrians and cyclists.

Topic Question 2:
A and B

Topic Question 4:
I would support c or d.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1559

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Durham, NC 27707
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1560

Author Information

Keep Private: No
Name: Mary Ann and Frank A. Graffagnino
Organization:
Organization Type: I - Unaffiliated Individual
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Tucson, AZ 85747
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
PLEASE SEE LETTER BELOW

Topic Question 2:
PLEASE SEE LETTER BELOW

Topic Question 3:
PLEASE SEE LETTER BELOW

Topic Question 4:
SEE BELOW

Comments: Dear Superintendent Vela,

My husband and I are writing to express our concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As lovers of the national parks and strong supporters of the national park system, we greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, we encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

We also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1561

Author Information

Keep Private: No
Name: Gail Sullivan
Organization:
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New York, NY 10040
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1562

Author Information

Keep Private: No
Name: Linda Dudinyak
Organization:
Organization Type: I - Unaffiliated Individual
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[REDACTED]
Jackson, WY 83001
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
None of the preliminary alternatives meet the objective of putting wildlife first.

Topic Question 2:
I think any cars or bicycles on the road thwart the purpose of putting wildlife first - so I think the road should be closed to all traffic to allow the wildlife to reclaim their preferred habitat.

Topic Question 3:
Full closure of the road to all traffic should be the preferred alternative.

Topic Question 4:
Driving the road this week and seeing how badly humans behave in the presence of wildlife reminded me that sharing and giving animals space is not a human priority. The only real solution is to remove humans from that critical habitat.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1563

Author Information

Keep Private: No
Name: Michelle Feldman
Organization:
Organization Type: I - Unaffiliated Individual
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New York, NY 10027
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Restrictions on traffic, like the bicycle days in plan C, and phasing out the horseback riding might be an improvement to existing management.

Topic Question 2:

I don't really understand the alternatives B, C, and D in terms of how they will restrict traffic and help preserve the park and the wildlife. They all appear to be aimed at increasing traffic (except for the aspect of plan C where the road would be closed to traffic except bicycles 2 days per week). Anything that increases traffic or makes it easier to drive through park doesn't seem desirable.

Topic Question 3:

Straight-up limits on traffic would be helpful. Closure to all commercial traffic seems like a no brainer. Parks are for preserving our natural heritage and having access to nature in its unaltered state - you don't need a jeep tour to appreciate the splendor of Grand Teton.

Comments: Grand Teton is a precious gem in the treasure trove of American parkland. As such, this magnificent wilderness belongs to all American people, including our children, and their children. Please ensure that whatever plan is chosen maintains the wild character of the park, preserves the peace and quietude essential to a natural oasis, and re-establishes the connectedness of a thriving ancient ecosystem.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1564

Author Information

Keep Private: No
Name: Steve Laach
Organization:
Organization Type: I - Unaffiliated Individual
Address: Toledo, OH 43635
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns that future enhancements to the Moose Wilson Road Corridor within the Grand Teton National Park may degrade the visitor experience to such a natural and historical treasure. While efficient access is important, the overall design of the corridor should reflect the tranquility and natural beauty that visitors expect from our national parks. Furthermore, the corridor should be kept in such a way to minimize disruptions to wildlife and provide safe passage for pedestrians and bicyclists.

With these goals in mind, this project should be maintained as a quiet, scenic park destination that avoids heavy or quick moving traffic. Commercial and commuter use of the corridor should be avoided and seasonal closures should be used to protect wildlife movement. Development along the corridor should be limited to areas that have already been impacted. Where possible, the use of shuttle buses or other forms of mass transit should be used to reduce the overall traffic on the road. To discourage high speed travel and to preserve the current route's scenic qualities, the corridor should preserve the road's gravel surface and its meandering, winding route.

Thank you for taking the time to consider my comments.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1565

Author Information

Keep Private: No
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Address:
Ambler, PA 19002-1413
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1566

Author Information

Keep Private: No
Name: Andrea B. Riniker
Organization:
Organization Type: I - Unaffiliated Individual
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Moran, WY 83013
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Limit the number of vehicle trips per day on the road. Preservation of the habitat should be the first priority.

Topic Question 2:

Widening the road to accomodate a bike path or any other strategy that encourages more use.

Topic Question 3:

Could there be a bike path elsewhere in the corridor? Could visitor travel to view wildlife be in small buses or limited hours?

Topic Question 4:

Keep habitat protection to encourage wildlife as the highest priority for this very special place. The County needs to find another crossing of the Snake closer to the Village.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1567

Author Information

Keep Private: No
Name: Dorene Randall
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Troy, MI 48085
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
We must protect this planet and everything on it or we will fail to meet our moral obligations to the generations that follow. Once it is gone it will too late.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1568

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Middletown, MD 21769
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela,

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely for animals,
Beth Doherty
Middletown, MD

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1569

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

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Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1570

Author Information

Keep Private: No
Name: Alex M. Stavis
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The one with least vehicle traffic.

Topic Question 2:
The one with least vehicle traffic.

Topic Question 3:
No.

Topic Question 4:
None.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1571

Author Information

Keep Private: No
Name: Cathie Batavia
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The Moose-Wilson Corridor should first and foremost be managed as a part of Grand Teton National Park. The challenge is to balance the unique opportunity for visitors to experience the exquisite scenery, wildlife, and historic values that the corridor offers, while still maintaining and preserving those same qualities that make it so valuable and appealing to us. In other words, we are in danger of shaping and remodeling a natural setting simply to suit our own needs. (History always repeats itself!)

I am sad to say that No Action is no longer a solution. I have always personally enjoyed driving, walking, skiing, and showshoeing the corridor as it is. To me rerouting the road is probably tantamount to the replacement of Menor's Ferry by a steel bridge back in the 1920s; but a change is definitely necessary. Happily, visitation to GTNP has increased. It's important for people to have the opportunity to connect to this natural setting, and for many visitors that connection only occurs from their cars. Therefore, I support the realignment of the Moose-Wilson Road from the north - specifically, the plan set forth in Plan B - with strategically placed pullouts that allow visitors to get out and look down over the wetlands on the east side of the road. Frankly, I walked the old two-track road from the Sawmill Ponds parking lot and found myself wondering why the Moose-Wilson Road wasn't constructed there right from the beginning! I also support paving the road from the south - also suggested in Plan B. The unpaved portion currently requires frequent regrading and dust abatement, which I feel certain has to be stressful to the wildlife that resides within that portion of the corridor. (When referring to paving, I envision chip-seal as opposed to asphalt.)

I also support reducing the speed limit on the Moose-Wilson Road, restricting traffic during peak periods as proposed in Plans B and D, and restricting taxi service through the corridor to encourage use of the

road as a part of the national park experience, and discouraging the corridor simply as a form of transportation just because the county has failed to adequately plan for increased visitation to Jackson Hole.

I also support relocating the Death Canyon trailhead to the current end of pavement on the existing access road.

Topic Question 2:

Although I agree with many of the strategies in Alternative B, I do not feel that reconfiguring the access and parking at the LSR Preserve in order to prevent through-traffic is a good solution. I think this would cause a lot of frustration for visitors and create a lot more work for park personnel.

I also feel that closing the road to vehicles to allow for bike traffic only two days per week as proposed in Alternative C would limit visitation to the LSR Preserve and Death Canyon for many people. These are popular destinations, and this alternative would also be frustrating to visitors who have only allocated one or two days to this area - especially if biking is not an option for them physically.

The reroute of the northern part of the road, as proposed in Alternative D sounds like a logistic nightmare. During peak visitation when the line is backed up at the Moose Entrance station, it would be very difficult for visitors trying to make a left turn onto the Park Road from the Moose Wilson Road.

Of all the alternatives, I am most opposed to the proposal for a separate bike path through the corridor as set forth in Alternative D. Biking along the Moose-Wilson Corridor is a wonderful experience and should not be denied, but that opportunity should not come at the expense of the unique natural setting and wildlife habitat that deserves preservation as part of a national park. In addition to the exorbitant cost and destruction to the habitat necessary to construct a bike path, one has to also consider the safety of visitors biking or walking through corridor. By reducing speeds and limiting the number of cars that are passing through the corridor, visitors should be able to safely bike the road. Sharing the road with cars would also offer a small amount of safety to bikers in the event of a dangerous wildlife encounter.

Topic Question 3:

Other strategies that should be considered include strategically placed speed bumps or dips to help slow people down and help enforce a 20 mph speed limit. Also, if the Moose-Wilson realignment is adopted as suggested in Alternative B, additional kiosks should be considered at the Moose Entrance Station to accommodate for a higher traffic volume.

Topic Question 4:

I feel it is lamentable that we are in danger of losing one of our greatest treasures within Grand Teton National Park because of increased traffic due to expanding commercial development and a sense of opportunistic entitlements felt by many businesses and individuals around the valley. What drives our decision on what's to be done with the Moose-Wilson Corridor should be based on its value as a national park and all that entails. This is one of those times when it is important for us, as humans, to practice self-restraint, to stand our ground and admit that there are natural spaces that are truly worth preserving and protecting from overuse and commercial exploitation.

The Moose-Wilson Road should be accessible to visitors looking to experience its rustic character and diverse ecosystems. As nature struggles to reclaim the road where it narrowly winds its way between ridge and wetlands from the north, changes do need to be made to safely accommodate the many visitors traveling through the corridor. When it comes to accommodating travelers simply going from Point A to Point B, however, we need to look outside the national park for those solutions.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1572

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

These lands and life on these lands were designated for protection. Ask Theodore Roosevelt. Note the size of unprotected and developed lands in our country vs. the size of national parks and state parks. Where are these animals and geographical / historical sites to go? If they are not protected as first intended, then the answer is that their fate is extinction. My suggestion is to follow the ideals behind the creation of these designated lands, and all else is secondary. Snow mobiles vs. elk? Is this really a question? Seriously? Haven't we enough polluting (atmospheric, land, noise, etc.) already?

Topic Question 2:

Educate, educate, educate. Protect the lands and life in them, and spend the money that would be used to expand trails, roads, services, to educate the public.

Topic Question 3:

EDUCATE!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1573

Author Information

Keep Private: No
Name: Maya Kurtz
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1574**

Author Information

Keep Private: No
Name: Anthony L. Vest
Organization:
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Teton Village, WY 83025
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
None exclusively but parts of each. The biggest problem creating high traffic through the park is the lack of a northern bridge across the Snake River from just south of the park gate to the vicinity of the airport on the other side. All your proposed solutions push more traffic on a long detour with more pollution, moose deaths, fuel waste and congestion on the village road, through Jackson and points north to the airport and park. All the while these plans (except A) would also limit the use of the park for hikers and back country campers like me and my wife. Instead of living 10 minutes from my favorite Trailhead, Death Canyon, we'd be dealing with the governments scheduling bureaucrats to get into the park...maybe...sometime. I'd vote for A, with all roads paved, north end rerouted behind the main park gate, and a bike path. But nothing will relive traffic except a north bridge. Restricting the Moose Road will just push it to the longer even more congested routes.

Topic Question 2:
See above

Topic Question 3:
See above

Topic Question 4:
See above

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1575

Author Information

Keep Private: No
Name: Douglas G. Edwards
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Traffic reduction plans that reduce impact on the park and environs. Particularly a energy efficient transit system.

Parks are places people look to for environmental stewardship over entertainment which is readily available in a myriad of venues. Given the growing demand placed on our parks system, the US needs to make a priority of environmental stewardship. When we lead on this, the public will follow.

Topic Question 2:

Increasing private vehicle access of any kind does not further the goals that are at the foundation of US parks in the 21st century

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments: I wish you well in balancing the demands placed upon you by the nation and hope you keep foremost in the plan the stewardship of these parks for future wildlife and people.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1576

Author Information

Keep Private: No
Name: Thomas M. Harper
Organization:
Organization Type: I - Unaffiliated Individual
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Corpus Christi, TX 78418
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
g,

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

I think you will agree that Grand Teton is a rare treasure that must be handled very carefully.

There will never be another park like Grand Teton so it must be preserved with as few changes as possible.

Thank you.

COL Thomas M. Harper, US Army Retired

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1577

Author Information

Keep Private: No
Name: Allan L. Campbell
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1578**

Author Information

Keep Private: No
Name: Morgan L. Kanae
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Hanford, CA 93230
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Marin County Ca has got an amazing strategy they use. I suggest you contact their Mayor of Mill Valley and San Anselmo and look at their very successful model.

Comments: We have been using very affective strategies in Marin County California for years. Please call our Marin Headlands or The Marin County Wildlife and predator information desk for a working model of how to handle ranchers, wildlife and predators.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1579

Author Information

Keep Private: No
Name: Julie R. Roberts
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Organization Type: I - Unaffiliated Individual
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Santa Barbara, CA 93105
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1580

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Francisco, CA 94123
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Please ensure that as the EIS process begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1581**

Author Information

Keep Private: No
Name: gregg norman
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
because the alternatives suck

Topic Question 2:
because the alternatives suck

Topic Question 3:
because the alternatives suck

Topic Question 4:
because the alternatives suck

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1582**

Author Information

Keep Private: No
Name: Marda DeWet
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED], Beach Rd

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1583

Author Information

Keep Private: No
Name: N/A N/A
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

this is a Natl park so maximizing animal and plant life and minimizing hard surface roads, noise, and other pollutants.

Topic Question 2:

Hi volume roads through the park and excess pavements and increased development will destroy the park and reduce its meaning to visitors and the future.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1584

Author Information

Keep Private: No
Name: Sue Vernier
Organization:
Organization Type: I - Unaffiliated Individual
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Princeton, IN 47670
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Designate the road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles and maintain slow speeds. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of part of the road could allow for safe pedestrian and bicycling use within the existing road prism. See "Comments" section below.

Topic Question 2:

Increased development and paving and upgrading road to facilitate more commercial and commuter traffic along the road should not take place. See "Comments" section.

Topic Question 3:

Perhaps a more definitive plan on future use of shuttle buses to decrease traffic impacts.

Topic Question 4:

See "Comments" section.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. My husband and I were in Grand Tetons National Park in June of this year. We were on the Moose-Wilson Rd. looking for wildlife (moose, owl, waterfowl, etc.)and it was very clear that the road was being used as a back way into the National Park by locals, construction workers, ski town

resort residents and vacationers. This made for a rather unpleasant and almost dangerous proposition when attempting to drive slowly and occasionally stopping for wildlife viewing. I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed flavor of the road to preserve the historic character, solitude, scenic and wildlife values of this special area.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1585

Author Information

Keep Private: No
Name: Michael Strawn
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Warren, MI 48093
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Strategies that best protect park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Topic Question 2:

Anything that provides for further development within the road corridor. NPS should put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Topic Question 4:

NPS should put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Therefore NPS should put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 1586

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Muncy, PA 17756
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I have worked within Grand Teton National Park and the Snake River corridor. It is critical to protect the wildlife character of the Moose Wilson Road Corridor. Please limit traffic, close the road seasonally, create one-way traffic, or close the road entirely. A valuable resource is no longer valuable once lost.

Thank you.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a

more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1587**

Author Information

Keep Private: No
Name: Carolyn S. Freeman
Organization:
Organization Type: I - Unaffiliated Individual
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Lincoln, NE
Lincoln, NE 68510
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I don't have enough information about that.

Topic Question 2:
same answer

Topic Question 3:
same answer

Topic Question 4:
I just wanted to make a comment. As you well know, the Grand Tetons National Park is a treasure! I have very fond memories of my family's visit to the park and how spectacular it was. As you contemplate what should be done about the Moose-Wilson corridor, I hope you will keep uppermost in your decision-making how your decisions will affect the visitors' experience of the Park. I would imagine that most visitors have the same reaction as I had when I was there. The wildlife and the grandeur of the GTNP just fills your soul and your being to overflowing. I would be so saddened if you are not able to preserve that experience for your future visitors. Please be good stewards of the Park! I pray that you are able to make good decisions that will help with any problems that you are having with the corridor, but yet not harm peoples' enjoyment of an incredible experience! Thanks in advance for your considerable care in making these decisions.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1588

Author Information

Keep Private: No
Name: Jonathan Juges
Organization:
Organization Type: I - Unaffiliated Individual
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Shalimar, FL 32579
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
47 Magnolia Ave

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you,

Jonathan Juges

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1589

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
oak park, MI 48237
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 2:

na

Topic Question 3:

na

Topic Question 4:

na

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1590

Author Information

Keep Private: No
Name: Jeffrey Eiffler
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Chisago City, MN 55013
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States. It is time for resource conservation to take a front seat over individual financial interests.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1591

Author Information

Keep Private: No
Name: Jacqueline M. Eackert
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Jacksonville, FL 32207
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Sincerely,
Jacqueline Eckert

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1592

Author Information

Keep Private: No
Name: Donna S. Kidney
Organization:
Organization Type: I - Unaffiliated Individual
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DeWitt, NY 13214
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road which I have traversed many times since 1998. However, I have become increasingly aware of and concerned about the unacceptable traffic impacts on this area. Additionally, the calls for increased development could destroy these qualities. I believe it is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special place.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, with the aim to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Donna S Kidney
Harry E Kidney

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1593

Author Information

Keep Private: No
Name: Tim Mason
Organization: Jackson Hole Mountain Resort
Organization Type: I - Unaffiliated Individual
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Teton Village, WY 83025
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Strategy D

I believe a separate realigned pathway from Moose to Wilson is a unique experience not found within our area or the US. I believe it will offer an alternative for our the greater areas visitors, adds to park values and protects wildlife from a currently congested route. We need to move vehicle access from the habitat that attracts animals to their desired areas and give them the isolation they are looking for. This strategy will only add to the successes of the pathways from Moose to Jenny Lake along with the pathway from Stilson through Teton Village to the park entrance north

Topic Question 2:
A,B,C

I don't think they address public needs and growing concerns as the greater area grows for the future. Change can be scary and certainly questionable but often times offers good solutions. D addresses our future

Topic Question 3:
Possible winter recreation from both sides for skiing and snowshoeing

Topic Question 4:
Change continues to come to this greater area so let's manage it smart. Just because one person doesn't ride a bike or recreate on a path doesn't mean others won't. The public use on our new pathways are proof of the success.

Give our wildlife what they desire and our public what they deserve.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1594

Author Information

Keep Private: No
Name: JAKE HODIE
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Aspen, CO 81611
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park.

So much of our wilderness has already been ruined by development, drilling, pollution, and logging. 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!

As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you for your time.

Sincerely,
JAKE HODIE

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1595

Author Information

Keep Private: No
Name: Patrick Fortino
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Victor, ID 83455
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I support Alternative D because it reduces overall traffic.

Topic Question 2:
Gates and closures (Alternatives B and C) don't work. Keep the way open at least for bikes.

Topic Question 3:
A separate Moose-Wilson pathway is a safety need, not a want, and it is imperative for the Preferred Alternative.

Topic Question 4:
Bike paths in the Jackson area are proven success. Also, with bikes, I think a lot more people are getting out of their cars to experience Teton Park and Jackson area.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1596

Author Information

Keep Private: No
Name: Gail and John Richardson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bozeman, MT 59715
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The Moose-Wilson Road which connects Grand Teton National Park(GTNP)to Teton Village has long been an incredibly scenic, intimate and wildlife-rich corridor. The road must be preserved to allow for opportunities for solitude and quiet, to enhance the amazing wildlife habitat and to maintain its historic character. Commercial use of the road has degraded the experience of it for park visitors over time and should be curtailed. The rich habitat for species such as moose and beaver and myriad bird species must be maintained.

Topic Question 2:

Anything that does not preserve or enhance habitat, solitude and the historic character of the road should not be undertaken.

Topic Question 4:

We have traveled the Moose-Wilson Road for almost 40 years. It is a real gem that must be allowed to retain its character. Gail lived in Jackson from 1975-78 and then worked in Yellowstone for 10 years. John worked in Yellowstone from 1976-1986. We have been recreating in the GTNP over the decades and have seen the visitation climb. Perhaps the road should be closed at certain times of the day to enhance wildlife security, such as evening hours. It should definitely be closed to commercial vehicles, and to recreational vehicles over a certain length because of the tight curves.

Comments: Thank you for listening and for doing your best to enhance the intimacy, wildlife habitat and historic character of the Moose-Wilson Road.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1597

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Jackson, WY 83001
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
improve the road surface is a must.
a narrow road as is, is ok provide pullover areas and parking

Topic Question 2:
you should not have to have a reservation to visit a park.
bicycle use should not be a high purpose

Topic Question 4:
This area is very important to the horseback user as it can be done with minimal conflict with other users

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1598

Author Information

Keep Private: No
Name: Kathy Luciano
Organization: U.S. Citizen
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Jackson, WY 83001
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support any Park strategy that reduces human traffic along the corridor in order to protect the wildlife there. There are ample areas of GTNP that provide safe biking, wildlife viewing and access for the disabled without further impinging on an already fragile corridor. The Moose-Wilson pathway should be re-named the Wilson-Teton Village pathway and the public be reminded that the road inside the Park is not a county road to and from the airport or a county pathway for children to ride.

Topic Question 2:

I think paving the road and/or creating more paved pathways of any kind would be detrimental to the experience of any creature that either inhabits or visits the corridor. In my view, such actions would be inconsistent with the mission of a National Park.

Topic Question 3:

Although this is mentioned, national park fees should be collected on both ends of the road through this corridor, pavement minimized as roads are not in keeping with wilderness habitat and whatever changes are made to the current road should be to enhance the safety of the wildlife which resides there.

Topic Question 4:

Remember what you are - - a National Park, beholden to all visitors and charged with protecting its natural resources, not a county road or pathway to be changed at the whim of Teton county residents, businesses and local government. Do not worry about being popular; worry about carrying out what is best to preserve the special resources and character of Gran Teton National Park. Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1599

Author Information

Keep Private: No
Name: Ernest B. Montoro
Organization:
Organization Type: I - Unaffiliated Individual
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Parma, OH 44134-6704
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
They should eliminate all gas and oil drilling in the parks.

Topic Question 2:
They should monitor the logging in the parks and control or eliminate toxic chemicals from being dumped in streams and rivers which pollute the drinking water.

Topic Question 3:
Just my answers to questions 1 and 2.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1600

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Sevierville, TN 37862
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The Moose-Wilson road in the Grand Teton Nat'l Park is a major wildlife corridor. It is not a "super highway" between Teton Village and the Jackson airport !!!

This tiny road provides unique wildlife viewing opportunities and should NOT be ruined. I would like to see only one change, make it ONE WAY only. Do NOT destroy valuable wildlife habitat and very important fall natural food sources. Do NOT add a "biking/walking/etc" walkway, this area is too small for that and many other walkways are available.

Civilization encroaches enough already, let the wildlife win this battle !!!

Thank you for the opportunity to express my views and concerns over this wonderful area of the park.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1601

Author Information

Keep Private: No
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Alexandria, VA 22314
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please see comments

Topic Question 2:
Please see comments

Topic Question 3:
Please see comments

Topic Question 4:
Please see comments

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you for your time and all you do,

Caleb Laieski

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1602

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I visited the park with my family as a young child and I will never forget the beauty of the Grand Tetons and surrounding areas. These places must be preserved for future generations. Silence is golden, please consider preserving the area just the way it is.

Comments: Dear Superintendent Vela,

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Sarah McCallum

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1603

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

In their present form, Alternative B seems best. It solves the problems with paving and realignment but preserves access by interested parties (tourists, cyclists, commercial users, horseback riders, etc.) and seeks to protect wildlife. Also, it attempts to prevent the road from being used by commuters to and from the airport.

Topic Question 2:

Alternative A, which I like second-best, fails to address all the problems motivating this discussion. Alternatives C and D are both unacceptable for largely the same reasons. Enforced traffic limits is a typically cumbersome government solution. Some problems can be foreseen (back-ups at the gates, irritated motorists, idling, tourists who aren't aware of closure days, and park service personnel placed in awkward enforcement situations) while many unintended consequences are also likely. The concessions made to cyclists are also unacceptable. Closing the road so cyclists get exclusive use 2 days per week or building a new pathway are totally unacceptable. They cater to a vocal minority of the population at the expense (literally, considering the cost of building and maintaining a pathway) of the majority. There has never been any survey of bike traffic on existing pathways to justify their existence and cost. Cyclists claim they are environmentally friendly but not when it comes to the impact of their impervious surfaces on environmentally sensitive areas - like the Moose-Wilson corridor. There are many, many opportunities for cyclists to ride on pathways in the valley. It would be refreshing to have them say "We don't need more at the expense of such important wildlife habitat." Furthermore, many seem to ride on roadways ignoring the adjacent pathways?

Topic Question 3:

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

I like the idea of allowing unrestricted use of the road to cyclists, walkers, etc. after the road is closed for the season and maybe even grooming for cross country skiers during the winter - as with the Teton Park Road. As long as the road is open to automobile traffic, I think it should be closed to bike and pedestrians as it is just too dangerous in its present form. Hikers/walkers can still have access to trails and don't need to walk on the road. I abhor the use of the road by commuters to/from the airport or points north/south but how to prevent that is a thorny issue. Maybe the road should be closed at some point in the middle so one would have access from the south to the middle and from the north to the middle but not all the way through. This would work but who knows what problems it would also cause.

Topic Question 4:

I think it is time for all of us - commuters, bikers, commercial users, walkers, etc. - to back off and realize we can't all have everything we want. We have to recognize that individual sacrifices must be made for the common good and for things like our beautiful valley/environment and the wildlife we love which are more important than our individual wants.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1604

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I personally propose making the road 1 way to the south from the Laurance Rockefeller Center toward Teton Village. I do not support encroaching on more land for a specified pathway. I believe Teton County and the Park have provided enough pathways throughout the County, especially the one by the Elk Refuge. I also don't feel that the County, City or other entities have the "right" to tell the Park what to do. It is because of the Park that we continue to live in an area that is rich in scenic beauty and wildlife. Without it we would probably see a McDonalds on top of the Grand. I believe the Park needs to help protect this valuable corridor and the wildlife that resides there. There will always be inconvenience and unfortunately private selfish reasons often prevail but for long term preservation need to limit use.

Topic Question 3:

Yes - please see question 1. I wonder why that was not an alternative

Topic Question 4:

Please stand your ground and do not let self-serving entities influence your final decision.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1605

Author Information

Keep Private: No
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Organization: member, Coalition of NPS Retirees
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative B: During peak season, use tools such as one-way traffic to decrease overall traffic and discourage THROUGH (as opposed to destination visitor) traffic on the Corridor. Add shuttle vehicles which had been shown to be extremely successful in managing auto traffic in other national parks

Topic Question 2:

Alternative D's ideas of adding new constructed paved pathways and adding operational practices to increase use (grooming, adding guided tours) is not sound and would not achieve the purpose of the plan. New construction would adversely impact the "seven fundamental resources and values previously identified within the corridor: [quoting from NPS documents]

1. scenery
2. geologic processes
3. ecological communities and wildlife
4. aquatic resources
5. cultural history and resources
6. natural soundscapes and acoustic resources
7. visitor experience in an outstanding natural environment

Continuing to provide visitor access while managing non-visitor use of the corridor through Alternative B WILL achieve or come close to achieving most of these goals; while Alternative D of constructing new paved pathway will inevitably detract from the natural qualities visitors are coming for. The answer is not to add pavement and vehicles, but to manage what already exists in such a way as to least detract from visitor experience (ie not closing the trail two days a week, as that would be very difficult to manage successfully in terms of visitor experience.)

Topic Question 4:

Thanks for the opportunity to comment. I dream one day of being able to visit this jewel national park with my family, so please do what you can to keep it as natural and healthy as possible for the sake of all those who have not yet visited as well as for those who visit frequently.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1606

Author Information

Keep Private: No
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Asbury, NJ 08802
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1607

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1608

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

I think limiting the traffic on an hour to hour or day to day basis is unworkable and will end up generating a lot of criticism and ill will. You need to put in place a consistent policy so that the public know ahead of time what the situation is. For this reason, I am in favor of eliminating private vehicles and instituting a shuttle service as has been done at Zion.

Topic Question 3: shuttle service

Topic Question 4:

A road through a national park should not be a transportation corridor for the convenience of residents or non- residents.

Comments: Although we want as many people as possible to experience our fantastic natural heritage, if we destroy it in the process of making it accessible, have we gained that goal? I think not.

And we could look at it another way. What is one of the most important things that the American people could do to improve their health? They could increase their exercise. What we could be doing here is encouraging people to see the area in the most natural of ways, walking or hiking.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1609

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

None of the four alternatives presented address the plan that I would prefer....which is a one way road plan that begins at Moose and travels south. The initial south based road would have to be two way until it reaches the Rockefeller Center and then the road would change to the one way south going to Teton Village.

Topic Question 3:

I have addressed the plan of a one way south bound road (two way to the Rockefeller Center) in my comments to question #1.

Topic Question 4:

Please don't just respond to business interests currently being pushed by many groups within the Jackson Hole business community. The Grand Teton National Park was created for a national community and just the Jackson Hole community. I believe that a county transportation plan should be devised separate from utilizing National Park lands for a solution.

Comments: The current road configuration established at the Jenny Lake one way loop allows for one way auto traffic and a bike lane which seems to satisfy all parties. This same road configuration could be established without changing the current foot print in a most sensitive part of this wonderful national park land.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1610

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1611

Author Information

Keep Private: No
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Wilson, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

A- No action

In 100 years the Park plan could really state that their strategy plan "ensuring that resources are protected unimpaired for future generations" held true. Don't lose the magic and slow pace of the Moose Wilson corridor let the comuters take the HWY around.

Topic Question 2:

D- Disneyland the full build out

This would be the tour de Grand Teton as all other pathways in Teton County have evolved into, and so disturbing to wildlife and the character of the corridor. IF 54% ae using it now as a commute connector what would really happen w Action D and really who would pay for the "improvements"?

Topic Question 4:

Please consider Action A - there are so many other examples of popular accessable front country trailhead and/or viewing points in this area, that have been built up for the masses. Creating a backcountry, wildlife experience that is a fast pace "connected" frantic rush, almost a must see to check off the "been there" check list. The Park has an opportunity to gift the next generations a glimpse into a true wildlife and National Park experience of the natural world.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1612

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1613**

Author Information

Keep Private: No
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Organization: Mrs.
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1614

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The C strategy best fits. Cyclists would have car free days to ride and could plan around the closures and like wise cars would have 5 days a week to use this corridor and plan accordingly. People will adjust. There would be minimal disruption to the forest and less cost to the county and Parks. The one way loop on Jenny Lake road is a good example. Everyone has adjusted.

Topic Question 2:

With the adoption of C, a huge disruption of this corridor would not be needed to accommodate bicycles. Not to mention cost.

Topic Question 4:

Perhaps a one way street heading south to north would relieve the congestion even more during peak season.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1615

Author Information

Keep Private: No
Name: Michael Dorer
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you,
Michael Dorer

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1616

Author Information

Keep Private: No
Name: Broughton Coburn
Organization:
Organization Type: I - Unaffiliated Individual
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Wilson, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I may have commented a couple of months ago, but would like to (somewhat) refine that comment by simply stressing that I am strongly in favor of the alternative(s) that generate the least environmental impact, and that most reflect the values of our National Park System. I drive the Moose-Wilson road through GTNP all the time, but I would support closing it altogether, or closing parts of it, permanently (for instance, as outlined in Peter Moyer's recent letter to David Vela). This sort of downgrading of roads is done all the time in national parks, and indeed I applaud the alternative of closing the dirt section of the road leading to the present Death Canyon trailhead. I realize that the option of closing the road altogether may not be politically viable, so I would push for other restrictions, such as making most of the route 1-way (esp. north of the Granite Canyon trailhead), as suggested by Kim and Jim Springer. Closing the route to vehicles 2 days per week is a good suggestion. In terms of the alternatives that are likely to be most discussed, I would summarize that I am not in favor of road realignment, and I'm also not in favor of creating a separate bike path. Thus, doing nothing is probably the single definable camp that I would fall into. With thanks for your time. Broughton (Brot) Coburn

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1617

Author Information

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Name: Clara Zschaler
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please restrict any commercial development along the Moose Wilson access road at Teton National park area-

Just maintain the road as it is- -

Topic Question 2:

Developing the road will interfere with the wildlife in the area- -

Creating a theme park or commercial will be counter to addressing the required area for observation of wildlife.

Topic Question 3:

Just maintain the road as it is- -no widening,

Topic Question 4:

When I travel the Tetons I always access the park area via the moose-wilson Road. It allows the visitor views of animal wildlife - - further on into the park the commercialized areas are designed for human occupation - -they do not reflect habitat of the wild- -

Comments: Just maintain the road for auto access - - at slow rates of speed

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1618

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1619

Author Information

Keep Private: No
Name: James L. Springer
Organization:
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Wilson, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Realignment of the north end of the road will remove intrusions into the wildlife rich wetlands area around Sawmill Ponds. It will also require southbound traffic to go through a park entrance station. Establishing a Whitegrass Trailhead at the end of the current paved area or at the former Whitegrass Coral location would end the heavy and growing impacts from cars creating denuded parking pullouts along the road.

Topic Question 2:

A separate bicycle pathway will cause huge resource impacts and ongoing wildlife disturbances. Road bikers do not use the pathway from Moose to Jenny Lake due to the large number of slow users blocking their progress. They prefer to take their chances on the roadway. The park is under NO obligation to create new venues of entertainment for visitors. Visitors already have safe access to the area on several miles of well maintained trails and miles and miles of paved pathways. The new attraction of a pathway will increase the number of visitors from the rapidly growing Teton Village and West Bank areas. The impacts from that use is already happening in the Moose-Wilson corridor.

Topic Question 3:

There is no alternative that would end through travel or have one-way travel on the route. Leaving the unpaved section as-is for its rustic appeal and having a bike lane like the Jenny Lake Scenic Road should be considered. Shuttle transportation should also be considered.

Topic Question 4:

The entire park is in a state of catastrophic traffic and parking congestion. Much of that problem is caused

by the Park; with increased concession use of the Moose-Wilson corridor, huge increase of ferry traffic on Jenny Lake etc. The Moose-Wilson road would lend itself well to a shuttle system as in use in Yosemite for over 40 years. Communication between Concessions Management actions, Interpretation Division promotion of over crowded venues and the Park Management seems to be non-existent. Working piecemeal on the Moose-Wilson road alone is short-sighted and will do little to help the overall problems. The phenomenal impacts occurring in the corridor are not a recent issue. Most of the problems are merely increasing to the point that they can no longer be ignored so that the Park is now in a crisis management situation; a situation that rarely allows for good, long term solutions.

Comments: It is vital that final decisions are based on resource driven considerations and forecasted future increases in local and national populations. Grand Teton National Park is a national treasure and not the personal piggy bank of Teton County businesses or the personal playground for special interest groups.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1620

Author Information

Keep Private: No
Name: Jayne M. Ottman
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

YES EVERY TIME to wildlife and habitat! Put these creatures first like we've said we'd like to but never seem to act upon. I'd like to see the NPS step forward proudly with intention to preserve the park and not succumb to the whims of the insatiable appetites of the "me- me me first" folks. This area is vital for our animals to survive and with more populous and encroachment on their habitat from subdivision development to bikers to campers, where will the animals go? Are we blind to the fact that they are readily telling us they are already crowded by their movement through this corridor and onto adjacent lands they've never been?

Topic Question 2:

NO to construction a multi-use pathway adjacent to existing road. NO NO NO
This would further encroach on wildlife habitat and add to stressors to these animals who are currently being pushed into areas they otherwise have not been like the grizzly bears using this habitat now. Removing trees for the pathway is ludicrous. We already have a bike path to Moose. Why on earth do we need "more"...?
NO to two way traffic.
NO to commercial use like taxis and wild life tours...it's like a circus now!

Topic Question 3:

Make it one-way south to north with Bicycles allowed either direction.
NO taxis or commercial use such as "safaris" tours!

Topic Question 4:

PLEASE CONSIDER THE WILDLIFE FIRST.

THERE IS ALREADY A BEAUTIFUL AND EXPENSIVE BIKE PATH FROM TETON VILLAGE TO TOWN TO MOOSE AND JENNY LAKE. WE DON'T NEED ANOTHER BIKE PATH IN THE PARK!

Comments: THANK YOU....Please make this an opportunity for folks to really consider their wildlife values and how they can actually walk the talk here. More is not better. Every time man puts his or her stamp on something that is natural, it gets wrecked!

We all need to sacrifice something in order for our #1 resource to be viable. wildlife.

The park service has done an extraordinary job over the years making so much available to the public but we need to curtail the endless whims and wishes of humankind in order to protect this beautiful place for generations. New roads need repair. Bike paths fall apart as well. We don;t need to wastefully spend dollars here.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1621

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1622

Author Information

Keep Private: No
Name: Dawn Dippre
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Scranton, PA 18505
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1623

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

The Moose-Wilson road as it is today is the best thing about Grand Teton National Park - - it's the first place I tell friends who are visiting the park to go - - and to savor the every moment. Please don't do anything that will change the corridor's peaceful and primitive beauty.

Thank you!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1624**

Author Information

Keep Private: No
Name: doug cook
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Strategy D!!!

Can't wait to have a SAFE, dustfree ride on my way to/from Moose.

Topic Question 2:
Plans A, B, C are all unsafe.

Topic Question 3:
no

Comments: I ride moose-wilson every day in summer on my way home from work in Teton Village. I've looked forward to a bike path along this stretch for years. I've had numerous close calls with cars. A bike path is almost too obvious in regards to future planning!!!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1625

Author Information

Keep Private: No
Name: Mark P. Bergstrom
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I Believe that it is best to not change the road itself. No realignment and no paving of the existing road. The wildlife is used to things being the way they are. There is nothing gain by tearing up more land, destroying more vegetation.
I vote for Alternative A. Although Alternative C would be acceptable.

Topic Question 2:

I do not believe that a bike path is a good idea. The main problem with the road is traffic. A bike path would not alleviate traffic. The bike path would mostly be used by a few locals, this is a luxury that would not help with traffic. Most visitors to the park drive. The number of trees and disruption to the wildlife is not warranted. There are many underused pathways in the valley.

Topic Question 3:

Traffic is a problem and something needs to be done to address this issue. Other National parks have started using buses to reduce traffic, why not GTNP. You could have a regular bus service along the Moose - Wilson road. Many people just go to LSR and back they can ride a bus. I would support closing the road to private vehicles between 9am and 5 pm during the peak summer months of July and August. That way workers could still get to work and hikers to the the trail heads if they feel like they need a vehicle.

Topic Question 4:

NO NEW PATHWAYS OR REALIGNMENT OF THE ROAD ALONG THIS DELICATE CORRIDOR
!!!!!!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1626

Author Information

Keep Private: No
Name: susan l. hedden
Organization: private citizen
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Sort of Plan B, but there are some good parts in the other plans, also.

Topic Question 2:
Plan A and Plan D

Topic Question 3:
Start out with your top 3 priorities for the first year or two, then add on. Just try to address the major issues first and not get too complicated.
My priorities would be: Realign the road between Death Canyon turnoff and Sawmill Ponds away from the wetlands; Replace and relocate the Moose entrance station; pave the unpaved southern section of the M/W road.
I personally think these are the 3 top priorities. I have been visiting the park since the 1950's and have lived in JH for 35 years. I use this road numerous times every week mostly for recreational purposes.

Topic Question 4:
If the above 3 priorities were taken care of, I'd then suggest that small shuttle buses be available from Teton Village and from Moose to help cut down on vehicular traffic to LSR, etc. Also, some sort of bathrooms "port-o-potties" need to be located at Granite Canyon Trailhead and Sawmill Ponds or ??? I find toilet paper and human waste along the trails in these area and feel like this issue needs to be addressed.

Comments: I am an avid cyclist, but do not want to see a bike path built in this corridor. It would be too damaging to the environment and way too expensive. Please do not build a pathway in this area!!!!!!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1627**

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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simi valley, CA 93063
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Simply put the best plan is one that minimizes threat to wildlife.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1628

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Realignment of the northern segment of the road should be done. This will provide a route which is less intrusive & easier to maintain.

Nighttime ,seasonal or other appropriate closures should be used to protect wildlife & habitat resources.

Topic Question 2:

Closures & reservations for private vehicle use are too onerous & complex. They should absolutely NOT be used.

A separate non- motorized path is unnecessary & too inavsiive.

Maintaining the "status quo" is unacceptable.

No commercial traffic should be allowed. This includes taxis.

Winter snow grooming is unnecessary.

Speed bumps, additional singage or other speed control measures won't be necessary with the shuttle bus system in place.

Topic Question 3:

A motorized shuttle system, with terminals in Moose & Teton Village, should be used.Paving the southern section of the M-W road will be part of this solution. Clearly, this system will be phased in,but it must be started soon.

This shuttle will allow any visitor equitable access to THEIR park, greater saftey for non-motorized users & for wildlife & eliminate the need for private vehicle parking lots.

GTNP should retain the right to effect seasonal closures for the protection of wildlife. A shuttle spur would go to the Death Can. TH,thus eliminating the need for expanded parking there.

Topic Question 4:

The MWC is NOT a transportation corridor or part of our Teton Co. transportation system. It must be kept primarily as wildlife habitat & for scenic value.

Please have the courage to protect OUR park while having the foresight to implement a progressive transportation system which offers equity to all visitors, greater safety to visitors & wildlife & does not "sell out" to commercial & automobile interests.

Comments: I am an avid & longtime cyclist, yet I am not in favor of a new non-motorized "road" in the MWC. Eliminating private auto use will have an immense beneficial effect. A motorized shuttle system is an equitable way to meet most of our goals.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1629

Author Information

Keep Private: No
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rogue river, OR 97537
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
new developments will not increase the environmental values in this area and are to be discouraged

Topic Question 4:
Seasonal closures/prevent winter disturbance to wildlife
(please see comments below)

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS

alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

susan delles

A solid black rectangular redaction box covering the signature area.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1630

Author Information

Keep Private: No
Name: Howard J. Whitaker
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please see Comments, below

Topic Question 2:
Please see Comments, below

Topic Question 3:
Please see Comments, below

Topic Question 4:
Please see Comments, below

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you,

Howard J. Whitaker

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1631

Author Information

Keep Private: No
Name: Katharine H. Schmidt
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative A. Because the issues are negligible and should be managed as problems arise.

Topic Question 2:

Alternative C/D because of the need to destroy so many trees in order to build a bike path.

Topic Question 3:

How about only a park authorized public transport system to each destination within the moose wilson corridor and make people park in Teton Village or Moose.

Topic Question 4:

See Question 3.

Comments: The Grand Teton National Park is a true gem in the entire National Parks system. It must be a beacon and example for all other parks. In addressing these concerns it is important to remember precedent-setting actions and listening to not just the 'majority' but to the heart of the National Park's ethos.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1632

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Nancy Neumann

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1633

Author Information

Keep Private: No
Name: Holly McKoy
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please include Alternative D in the plan for the Moose Wilson corridor. Alternative D is the best option for enhancing the visitor experience, best for the environment in keeping the road slow and narrow while providing for safe travel by foot or bike.

Please keep the rural character of the Moose-Wilson road.

Topic Question 2:

Road closures cause a negative experience for the visitor, create long lines and would not be ideal. The safety of visitors biking or walking along the Moose Wilson road should be taken into consideration and the best alternative is a pathway separated from the road.

Topic Question 4:

I congratulate the Park Service for recognizing the positive value of active transportation, one only needs to look at the participation of bikers and hikers along the existing pathway during the summer to know you have done the right thing for the health of the public, Park and future generations. All visitors should be able to experience the Park outside of the car. I currently bike the pathway and the existing Moose-Wilson corridor a dozen times a year. In the 35 years I've lived in the valley, I've spent many days enjoying the wildlife, scenery and peaceful nature of the road particularly during the off season. During the summer months biking the road can be dangerous due to the size and number of vehicles trying to co-exist on the narrow road. Please consider Alternative D for the future of the Moose-Wilson corridor.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1634

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1635

Author Information

Keep Private: No
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Organization: Jackson Hole Mountain Resort
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

There are multiple strategies that should be carried forward. In Alternative D, one of the more prominent is that of adaptive management of pathways for motorized transportation. Seasonal and time of day restrictions seem to be the most reasonable and effective means of both preserving wildlife, while also allowing a variety of transportation means into the corridor.

Topic Question 2:

Commercial activity strategy in alternative B could easily backfire. Seems it would be very easy for this road to become overpopulated and full of unwanted traffic. This is a proposed strategy I think should not be carried forward.

Topic Question 4:

After reading Alternatives B,C and D with no outside influences, sounds like Alternative D is the most thorough, most thought out and covers a wider scope of concerns. Alternative D is the best option because it focuses on keeping the natural rural feel of the road while simultaneously protecting and nurturing wildlife. It also focuses on minimizing signage to be subtle, honing in on safety for pedestrians and cyclist and concentrating on reducing environmental risks.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1636**

Author Information

Keep Private: No
Name: Richard B. Black
Organization: Moose Resident
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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:
Plan D. It will preserve the environmental integrity of the area and will also better control vehicular speed and is an alternative with better safety for the travelers.

Topic Question 2:
Plan B. Do not pave road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1637

Author Information

Keep Private: No
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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 2:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1638**

Author Information

Keep Private: No
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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Notes:

Correspondence Text

Topic Question 2:
no bicycle paths on Moose-Wilson Rd - it would destroy 3000 trees in a pristine wooded area, wildlife would disappear or be in conflict with bike riders, only 3% o park users use the bicycle paths
Do not close commercial horseback riding on the Sawmill Pond Trails
These trails have been used for 90 years. Our family rode there 30 years ago and it is one of the most unique areas of the park that allows this activity

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1639**

Author Information

Keep Private: No
Name: Frank J. Verito
Organization:
Organization Type: I - Unaffiliated Individual
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marquette, MI 49855
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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
KEEP VIEWS WITHIN TETON AND ALL NATIONAL PARKS NATURAL. PROVIDE ADEQUATE
BUFFERS SURROUNDING THE PARKS. THANK YOU. FJVERITO

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1640

Author Information

Keep Private: No
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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I strongly support having a separate bike/pedestrian path alongside (or slightly separated from) the road. Bike paths now connect almost all the areas from Jackson up through the park. Why leave this one stretch without a bike path? Bike paths are friendly to animals, plants, and people. They encourage people to go slowly and enjoy the natural surroundings.

I also support keeping the M-W road unpaved, at least the part that is now unpaved. That will help keep the traffic at a slower pace. And I like moving the road to the east side of the beaver ponds to lessen the impact of the road on wildlife. Providing pull-outs for gawkers is a good plan for safety.

Moving the entrance kiosk in Moose to a place a bit further east so that drivers must go through it in order to drive on the M-W road is a good idea.

Topic Question 2:

Paving the M-W road does not address either the speed of cars nor protection for animals. Having the M-W go one-way, or alternate N and S would be too confusing. It's true that it would lessen the traffic, but still doesn't make much sense to me.

Topic Question 4:

I'm really glad you are asking for community input. I was at the August open house at the library, and thought it was informative and well-run.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1641

Author Information

Keep Private: No
Name: Michelle Sheridan
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think that the Moose Wilson Road Corridor within the Grand Teton National Park should remain a low speed, winding, gravel road. I encourage the use of traffic management techniques along the road to reduce the number of vehicles and have those vehicles maintain slow speeds, and to eliminate commercial and commuter traffic along the road.

Topic Question 2:

This is a National Park that we are talking about not a highway. We have a responsibility to the wildlife living in this area to protect them from motorized vehicles.

Topic Question 4:

We have a responsibility to future generations to preserve our National Park System, not destroy them. We need to think very carefully in this particular situation what will happen down the road if the decision is made to allow more traffic on the Moose Wilson Road Corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1642

Author Information

Keep Private: No
Name: Francis G. Fox
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

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Date Sent: 09/11/2014 Date Received: 09/11/2014
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Notes:

Correspondence Text

Topic Question 1:
no change alternative

Topic Question 2:
bike path

Topic Question 4:
It appears,as always, you people need to keep making changes and new regulations to justify your jobs. Let it be for a change. I lived on my family ranch ,The White Grass off and on from 1941 until 1985 and the areas popular is diminished with every change you make.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1643

Author Information

Keep Private: No
Name: Edward A. Riddell
Organization:
Organization Type: I - Unaffiliated Individual
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Wilson, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

None of the proposed alternatives as they now stand meet the most important mission of the NPS, and that is protecting the natural resources including both the landscape and wildlife. Resource protection should be the highest priority.

The only strategy in the existing document which effectively accomplishes that goal is:

-Rerouting the road from Sawmill Ponds to Death Canyon Trailhead would be desirable to protect the critical wildlife habitat in and around the beaver ponds along that existing section of road.

But . . .

That solution does not go far enough. See Question 3 below.

Topic Question 2:

Any alternative which keeps the road open to through traffic will not achieve the highest interest of protecting the unique natural resources in the area. There is no effective way to prevent ever-increasing vehicle traffic short of eliminating through vehicle traffic.

If the Moose-Wilson road is kept open to through traffic under any scenario it is only a matter of time until special interest pressure will result in a paved, two-lane road, open year round to through traffic thereby threatening the resource. We must eliminate the two lane road in any configuration including the existing gravel configuration to have any hope of permanently protecting the area for future generations. I am not in favor of a new and separate bike path. The thousands of trees and acres of landscape that would be disturbed cannot be justified.

Topic Question 3:

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

1. Permanently closing the Moose Wilson road to through automobile traffic during all months and seasons.
2. Remove the section of road between LSR and Granite Creek trailhead. Narrow that section of removed road to make it accessible to walking and bike traffic, but do not pave it. Keep it as natural as possible. A gravel path that is wide enough for both walkers and bicyclists should be provided, but a separate path for walkers and cyclists is not necessary, i.e. all existing pathways in Teton County which are open to both. But paving is not required.
3. Foreclosing future possibility reopening the road due to political pressure or special interest pressure would best be accomplished by removing the section of road between the Granite Creek trailhead and LSR Preserve and restoring the disturbed land to a natural state.-Expand parking at Granite Creek trailhead.
4. Provide two-way access to LSR and Death Canyon only from the north on the rerouted road avoiding the critical wildlife habitat areas.
5. Provide two-way access to Granite Creek trailhead and expand parking there for users who want to access Granite Creek trails or who want to walk and bike to the north toward or to LSF or Death Canyon.

Topic Question 4:

Grand Teton National Park is just that. National. Solutions should not be dictated by local interests but should be determined first by what is best for the resource and second by what is reasonable public access. The NPS mandate to "preserve and protect" should and does come before "for the benefit and enjoyment of the people." This is especially true when endangered species such as grizzlies are involved which is the case with this area.

I beg you to act on behalf of everyone in the nation and not just local special interests when recommending a final alternative. In particular, I am a cyclist, but that does not mean that cyclists are entitled to special treatment. The solutions I have proposed provide reasonable access to all self propelled means of travel without preference to any particular group.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1644**

Author Information

Keep Private: No
Name: WILLIAM H. DAVIS
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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I would hope the Park Service would maintain the low-speed, winding, gravel Moose Wilson Road to preserve the wildlife values of this corridor.

Comments: I have visited this area many times in the past and hope that commercial and commuter traffic will be eliminated or reduced - definitely not increased.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1645

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Mission Hills, KS 66208
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See my comment below

Topic Question 2:
See comment below

Topic Question 3:
See Comment below

Topic Question 4:
See comment below

Comments: I am a long-time supporter of the National Parks through the National Parks Conservation Association and I may have given to the National Park Foundation. I hope you will keep the safety of the animals uppermost in your decisions. Fast-moving traffic, much noise and commotion along the Moose Wilson Road will be highly detrimental to the animals.

It is a shame when humans and their desires so many times win out over the welfare of animals. We have so many animals becoming extinct every year. Just watch shows like "Nature" and "Nova" on PBS and shows on the Discovery channel and others. Follow what World Wildlife Foundation is doing all over the

world to protect animals. Surely we in the United States can do better in thinking of the animals' welfare in this controversy about traffic in the Grand Tetons.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1646

Author Information

Keep Private: No
Name: Cynda Peralta-Ramos
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

I don't believe any of the strategies are great. They all impact this wild area way too much in my opinion.

Topic Question 3:

YES! How about making the road ONE WAY AND....lowering the speed limit to 15mph enforced by unmanned speed radar equipment...(which takes a photo of the license plate and sends the ticket in the mail). I am more than sure this equipment cost could be fundraised....if needed, however this idea would be far less expensive than the other proposed ideas I believe. :*)

Topic Question 4:

Lets start with this easy solution before ripping up land, bringing in heavy equipment and adding additional impact to our lovely wildlife in this special corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1647

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Teton Village, WY, 83025
Teton Village, WY 83025
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think that there should be a realignment of the Moose Wilson Road, and a pathway next to the road should be built.

I think that a road to the east of the "moose ponds" makes sense to avoid the car jams and the disturbance of wild life in this area of the road. A pathway for the safety and use of non-motorists, or those who get out of their cars is a sensible way to provide another venue into the park and along this corridor. Some form of mass transit to lower the number of individual autos would also be helpful in the implantation of an overall traffic plan.

Topic Question 2:

I believe that a one way only plan does not make sense, and it would create a burden on those who travel into the park, both tourists and locals. It would indeed increase the miles driven, gasoline used, and needlessly increase traffic in the town of Jackson by making traffic go the long way around to get from or go to GTNP.

Topic Question 3:

A traffic plan to include busses or vans.

Topic Question 4:

I think that GTNP and the park service should rethink its mission insofar as making the parks a place where visitors only drive through and shop. It should add pathways and rethink certain prohibitions on rivers and in parts of the land in order to get more visitors to experience the outdoors in non-traditional

ways.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1648

Author Information

Keep Private: No
Name: Michele Gammer
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1649

Author Information

Keep Private: No
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Correspondence Information

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Topic Question 1:

Wilson-Moose Road is one of our favorite parts of Grand Teton National Park. For that reason alone I don't want to see it changed. It's nice to know, even if I'm not there, that it is, wild and beautiful. Hence, I'd be more in favor of Option 1.

Topic Question 2:

Option 1 does not address too much traffic on the road.

Topic Question 3:

Perhaps a modification to option 1 to close the road when occupancy reaches an excessive level would solve certain problems.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1650

Author Information

Keep Private: No
Name: Armond Acri
Organization: Save Historic Jackson Hole
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Leaving the road unpaved preserves the rustic character. Leaving the road twisting and turning also preserves rustic character. Both serve to reduce vehicle speeds. Limiting traffic during peak periods also preserves the rustic character and reduces human disturbance to wildlife. We believe limiting the total traffic by closing a gate at LSR Preserve would preserve rustic character and minimize disturbance to wildlife. It would also make the road safer for bikers and pedestrians. We are not sure how a reservation system would work, but believe it is worth exploring in more detail at the next level. It would improve the human experience and reduce human impacts to wildlife. Commercial vehicles (taxis, tour buses that are using the road to experience that section of the park (hiking, climbing, and wildlife viewing) achieve the purpose and meet the needs of the Plan.

Topic Question 2:

A separate pathway fragments valuable wildlife habitat and increases human disturbance. It should not be considered. There is already a pathway from Jackson along the Highway to Moose, building a new pathway on the Moose Wilson road will likely increase bike traffic "riding the loop." This could increase human conflicts with wildlife. The short sight distances mean that road bikes traveling at 20 mph could abruptly encounter wildlife and cause a conflict, especially with feeding bears. Closing the road two days a week solves nothing and would likely confuse people. It does nothing for wildlife or enhancing the rustic experience on days that it is open to traffic. Commercial vehicles (taxis, tour buses) that are using the road as a shortcut to the Park do not achieve the purpose and do not meet the needs of the Plan.

Topic Question 3:

Consider closing the entrances to the road at dusk and dawn to protect wildlife. Exits could be left open

to allow people to leave. After dark it is hard to view the scenery and there is increased risk of wildlife collisions. Any traffic after dark is most likely through traffic interested in using the road as a short cut from Wilson to the Park. Lowering the speed limit would greatly increase safety for pedestrians and bicyclists. Although we do not favor a separate pathway, if one is installed there should be speed limits for bikes to protect pedestrians. We already had one fatality on a local pathway due to a bike rider traveling at excessive speed. It would also minimize wildlife conflicts.

Topic Question 4:

The Moose-Wilson road should be managed as a park, not as part of the transportation network for Teton County. Town and County Elected officials need to solve their own transportation problems. The purpose of the Road should be to provide access to a unique portion of the Park, not to provide direct access to the Park from Teton Village. One of the things that makes Grand Teton National Park unique is that it has all of the animal species that were present before the area was settled. The highest priority should be given to protecting those animals and making sure that human activities do not have adverse impacts. Any proposal should consider the impact on wildlife as determined by wildlife professionals. Anecdotal observations by the general public should not be used to make decisions on wildlife. The best available science should be used to make decisions on wildlife. We cannot comment on proposed realignment of the road and changes to the turnouts without seeing an analysis of the impacts on all wildlife present in that part of the Park. Both long term and short term impacts need to be evaluated, including proposed reclamation of existing road segments. Seasonal closures and plowing should remain unchanged. No additional grooming of trails is needed. Grooming is counter to the rustic experience.

Comments: The reasons for relocating the Moose entrance are unclear. It appears to be mostly administrative, rather than enhancing the public's experience or protecting wildlife.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1651**

Author Information

Keep Private: No
Name: Doug Johnston
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Plan B-Reduce Speed Limits, Improve Roadside Parking, Pave the unpaved, Allow resource based guiding, eliminate taxis and other commercial use,

Topic Question 2:
Plan A-nothing done is not a solution
Plan B- -do not realign- a waste of money
Plan C- -This is management overload and would require continued expenses daily to manage
Plan D- -i will never support bike new paths in addition to any other improvements

Topic Question 4:
YES
Make the Moose-Wilson Road one way from North to South.
Pave the dirt.
Create parking turnouts
Strict speed limit enforcement
This allows for normal travel,wildlife watching, and safer bicycle travel. Bicycle travel could then be two way in marked directional bike lanes.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1652

Author Information

Keep Private: No
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Organization: University of Wyoming
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe that there should be as little additional impact to the area as possible it is an extremely sensitive corridor and does not need to be expanded there are already a plethora of other recreational opportunities in the park.

Topic Question 2:

The realignment plan would be disastrous. The proposed route near sawmill ponds would irreparably damage a sensitive native site that was recently discovered. This area is one of the best archeological finds in the park and in addition to the cultural implications there could also be significant legal repercussions under the Native American Graves Protection and Repatriation Act and the Archaeological Resources Protection Act of 1979. Both of these could expose the park to significant legal action and potentially cost the NPS millions.

Topic Question 3:

The no change proposal should be seriously considered.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1653

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Camp Hill, PA 17011
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1654

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1655

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1656

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe the strategies in Plan A with the exception of adding additional parking make the most sense. The current road, although occasionally backed up by traffic is generally sufficient to handle traffic. The current road. balances the needs of scenery, wildlife, soundscape, geological process, visitor experience, historical and cultural resources as well as aquatic are been met very well with the current arrangement. Human interaction with wildlife will always exist and continued education is them best route forward.

Topic Question 2:

Restricting or rerouting the current road would have a negative impact on the visitor experience.

Topic Question 3:

Why not establish a bike route? Many people enjoy experiencing the park on their bikes and a dedicated route could provide a safer way to do that and alleviate traffic congestion associated with the mixture of bike and auto traffic.

Topic Question 4:

None

Comments: During my last visit to the park I was dismayed that staff at the bookstore were vocal supporters of the Democratic Congress, critical of the Republicans for the government shutdown. The parks are no place for partisan bickering and this lady's left wing views cast a shadow on my visit. There are many things I disagree with interns of current DOI management but that does not mean either me nor

the Republicans in office do not care about conservation.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1657

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think that many of the options in the "no action" should be continued with changes as needed to protect the wildlife and habitat:

1. Do not realign the two segments of the north end of the Moose-Wilson road.
2. Do not pave the south end of Moose Wilson road. Leave as is.
3. In my opinion, the best solution to the traffic, excessive speeding, and using the road as a freeway to and from Teton Village to the airport and other places of business is to make it a two-way road from the village to the preserve and from Moose to the preserve. This would prevent through traffic yet provide access to the preserve and give visitors opportunities to enjoy beauty and wildlife along the way.
4. Regardless of where the road is, there should be at least some enforcement of speed limits.
5. There should be some small pullouts, marked with signs, created by the park in those areas where visitors are known to frequent most. This might reduce the numbers of visitor-created areas.

Topic Question 2:

I am opposed to many of the options listed in Alternative B, particularly the following:

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

1. Paving the north end: This will encourage even more speeding which endangers people and wildlife. I have observed that it is mostly local cars and trucks that speed during morning and evening commutes on the current road.

2. Realignment of two segments of the north end of Moose-Wilson Road as described and illustrated will only increase the traffic speed, restrict visitor access to the most special and interesting habitats in the area, reduce the possibilities of observing wildlife and others special opportunities that the area holds. Yes people can walk from the new road to the old road area, but with the increase in grizzly activity, walking will most likely become dangerous and most likely will be prohibited by the park on numerous occasions.

3. The park has installed many miles of bike paths to offer riders a variety of scenery, and I am strongly opposed to the creation of more bike paths under any circumstances and in any location, especially this one. If the road is going to be closed to automobile traffic then it should be closed to bicycles as well. I think cyclists, walkers, and joggers disturb wildlife as much as automobiles if not more. We have more than enough paths in the park, and it's time to stop adding more. I'm in the park frequently and it is surprising how few bicyclists there are in relationship to miles of available pathways.

Topic Question 3:

In my opinion, one of the most important actions on the existing road or the alternative road is to control the speed limit, particularly during morning and evening commutes. I know that many people use the road as a shortcut to the airport or village and if that connection will continue, it must be patrolled and controlled to protect people and wildlife.

Topic Question 4:

I believe that when someone has first-hand experiences in observing and enjoying wildlife and their habitats, that they come away with a deeper appreciation of all species and the roles that those species play in the ecosystem as well as the importance of the preservation of all species and their habitats. The Moose-Wilson corridor, as is, provides incredible opportunities for such outcomes and the location of the present road offers those special moments.

I have lived in the valley for 31 years where I have worked as a freelance nature photographer, writer, and educator. For the last two summers, I spent considerable time photographing wildlife and habitat at the beaver pond and along the road between Moose and Rockefeller Preserve. It is a rich and diverse habitat that should be protected and enjoyed by visitors. It is an ideal place to experience the importance of wetlands in our ecosystems and to observe the diversity and interactions of plants and wildlife in a riparian area.

Three summers ago on many evenings, I stood with numerous families along the pond to observe the activities of a large beaver family. The children were able to watch the many behaviors that they have learned about in their textbooks. It was done without harming the animals and with respect. We were all thrilled and very appreciative of the opportunity to see beavers going about their lives.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1658

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I like options A and D. Do nothing or the minor changes in D. I DO NOT like the idea of closing the road for a period of time but allowing commercial enterprises to enter- I don't think I should have to come up there and my only option to view wildlife along the road is to pay someone to take me through- if the road is closed for 6 months, it should be closed to all.

Also it was mentioned that part of the problem is human - wildlife run ins. Wouldn't biking and hiking along the road while being closed to autos, make this a more dangerous situation?

I come up several times a year and love the moose Wilson road- it does get crowded and it doesn't seem to matter how many times people are told- they still jump out of their cars to see how close they can get to any animal they can find (that's in any part of the Tetons and Yellowstone)

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1659

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1660

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The NPS could create several pull-offs along the corridor. (perhaps for 3-4 cars) Maybe eliminate bicycles from part, or parts of Moose-Wilson corridor. When we visit the Tetons, we give Moose-Wilson Road special attention. There is a pretty good chance to see wildlife along that stretch near Moose. It would be a huge disappointment to limit our access to that road.

Topic Question 2:

No action

Topic Question 3:

No action

Topic Question 4:

See question #1

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1661

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

A separate Bike/Walking path would enhance the visit for all visitors. Getting out of the vehicles and closer to nature are great goals.

Topic Question 2:

Having set times that visitors can enter the road is a bad idea. Too complicated and creates a bad experience particularly new vistiors

Topic Question 4:

I applaud your approach. Four separate plans is a good approach. Let us work at making it easier and more fun to provide alternative to riding in the vehicle

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1662

Author Information

Keep Private: No
Name: Shirley J. Bailey
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1663

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Overall, alternative D seems best. It would be wonderful to have a separate nonmotorized pathway to link into the existing and future system of regional trails. This would allow for exceptional recreational opportunities and facilitate the eventual "Grand Loop" pathway. I also prefer alternative D for not moving the Death Canyon Trailhead. Some of the hiking routes served by that trailhead are quite lengthy, especially the one-day trans-Teton routes. Adding another mile or even half mile would make an already long day longer.

Topic Question 2:

As much as I like the idea of closing the road to cars at times, instituting a two-days-per-week closure seems to create scheduling complexities, especially for people using the trailheads for multiday trips. I seems to be asking a lot of the wider public, tourists especially, to know which days which types of uses are allowed.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1664

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Brownstown, MI 48174
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1665

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

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Topic Question 2:

Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

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

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Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1666**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Determine an overall system for wildlife connectivity. The system would include all forms of crossings and adequate land to keep corridors feasible for the wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1667

Author Information

Keep Private: No
Name: David T. Porubcansky
Organization: National Park Service
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:

The road realignments along the beaver ponds north of Death Canyon Junction and between the Murie Center and Sawmill Ponds need to happen, as does the paving of the gravel section. The southern realignment will solve the problem of the road degrading and slowly sinking into the ponds and restore some animal habitat. The northern realignment, if it routes traffic inside of Moose Entrance Station rather than outside, will reduce wait times at Moose Entrance and lead to less visitor confusion (Many think somehow they've left the park on Moose-Wilson). The gravel section should be paved. Our efforts to maintain a smooth surface on it just don't last with the volume of traffic on it and lack of drainage from it. It should be properly built unless the park wants to severely restrict traffic.

Topic Question 2:

The bicycle pathway proposed in alternative D is an outrage. Let's not forget that part of our mission in the NPS is to protect the resources, be they plant, animal, or rock. I want no more destruction of plant communities and animal habitat for mechanized recreation. We should be trying to reduce human impact on the resource by removing unnecessary roads, not building more.

I'm disappointed by the proposal to move Death Canyon Trailhead back to the junction with the Whitegrass Road. This negatively impacts backcountry users but allows government workers to keep driving up that way on Whitegrass Road. If something must be done, let's decide on one road that goes that direction, ending near Whitegrass Ranch and providing a closer trailhead than proposed. This would serve government and visitor needs.

I don't see the benefit of restricting winter road maintenance. After the elk move in the fall, I don't see

much wildlife in there, so I don't see the harm in allowing skiers to use Death Canyon Junction as a winter trailhead. The only positive aspect of it I see is theoretical fuel savings from not plowing.

Comments: Alternative B is clearly the best of a bad lot.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1668

Author Information

Keep Private: No
Name: Kristyn MacPhail
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1669

Author Information

Keep Private: No
Name: Robert Wemple
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Realign North section per Alt B, reduce traffic to maintain character. No bike path.

Wildlife just react differently to bikes and hikers than autos or buses. I know just from first hand experience. If bike traffic increases significantly, large animals and bears will be spooked away. Otherwise, I'd be all in favor of more bike access.

Topic Question 2:

I oppose Alt. D with separate bike path. Same reasons as above, wildlife are spooked by bikes and hikers, so visitors would see less wildlife if there are more bikes.

Topic Question 3:

promote transportation that accommodates visitors not airport commuters. Don't allow airport shuttles and taxis.

Topic Question 4:

Bike paths are great, but I don't think Moose-Wilson is the place for it. As I write, the road is closed for grizzly bear activity. Encouraging more bicycles is obviously going to reduce bear sightings and could lead to an encounter with a bad outcome.

Note if the gravel portion is paved, bikes will take the newly paved road and it will still change the character for the worse. Also, If the separate bike path is constructed, the speedy road bikes will take the

pathway only as far as LSR Preserve then go on the paved road going north and skip the pathway around LSR Preserve.

Comments:

Good luck, I hope the Park gets it right.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1670

Author Information

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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Steve Hylton

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1671

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1672

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1673

Author Information

Keep Private: No
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Organization: Winter Wildlands Alliance
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See Comments Below.

Topic Question 2:
See Comments Below.

Topic Question 3:
See Comments Below.

Topic Question 4:
See Comments Below.

Comments: We appreciate the intent of Grand Teton National Park staff in developing a comprehensive plan for the Moose-Wilson road corridor that balances access with preservation of important park resources, wildlife and their habitat. As we understand it, the impetus for this plan is largely to address increased vehicular use, congestion and associated impacts during the summer and early fall. When the road is open, locals and visitors use it for access to trailheads and sites like the Laurence S. Rockefeller Preserve, as well as for transport to and through the park. That said, winter use and access seem largely outside the scope of the core issues being addressed, and we focus our comments solely on that part of the plan to be developed.

Current management allows important access for walking and backcountry skiing access into this portion

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

of the park. Individuals - including our members - regularly for access to Albright Peak, Buck Mountain, Mavericks, and other popular backcountry destinations, as well as to cross-country ski in the area. Several comments reflected in the March, 2014, Public Scoping Report: Moose-Wilson Corridor Comprehensive Management Plan demonstrate the importance of the Moose-Wilson Corridor as a winter recreation destination, its value as an access point, and ideas for enhancing winter recreation opportunities. These ideas should be more fully explored in one or more alternatives in the EIS, rather than pursuing alternatives that would limit access or plowing unless clear evidence shows that recreational use is impacting wildlife species such as moose, elk or bighorn sheep or other key park resources.

Another measure of the importance of winter recreation access in GTNP is economic impact resulting from overall winter use. While this is outside of the core area of concern for the park - because it focuses on the Bradley-Taggart area, based on data provided by the NPS in 2013 - we found that over 5,000 unique visitors visited the GTNP backcountry in the winter of 2012/2013, with a total contribution to the local economy of over \$2.35 million. This goes to highlight the importance of the park as a year-round resource, as well as raising questions related to impacts of reduced or enhanced winter recreation opportunity. Details are from: Teton-West Yellowstone Backcountry Winter Recreation Economic Impact Analysis, Mark Newcomb, 2013 (available here: http://winterwildlands.org/wp-content/uploads/2013/11/winter_rec_eia3_final.pdf)

Specific Suggestions & Answers to Topic Questions:

â€¢ We support exploring the feasibility, costs, impacts, and recreational benefits of grooming the unplowed portion of the Moose-Wilson road through a partnership agreement.

â€¢ Analyze whether current winter parking at the end of the plowed section of the road is sufficient to meet current and future demand, and whether parking, increased access, or facilities could be improved for winter use without adversely impacting park resources. As we understand it, GTNP uses entrance traffic counters, but may not have reliable data for winter use for this area.

â€¢ Seriously consider the impacts of reduced winter recreational access due to decreased plowing into the park, or remove those elements from further analysis. Specifically, what would impacts to crowding and backcountry skiing opportunities be if use shifts to the Bradley-Taggart parking area?

â€¢ The winter elements of preliminary Alternatives B and C should not be carried forward. Only those strategies for winter use and access as outlined in Alternatives A and D, as well as other potential strategies devised by the Agency or recommended by the public, should be carried forward for detailed analysis.

Thank you for considering these comments. We look forward to staying engaged in the process as GTNP explores ways to preserve this special place, while ensuring that visitors are still afforded ample opportunity to explore and connect with the amazing winter backcountry.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1674

Author Information

Keep Private: No
Name: N/A N/A
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1675

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See Comments below

Topic Question 2:
See Comments below

Topic Question 3:
See Comments below

Topic Question 4:
See Comments below

Comments: I appreciate the opportunity to comment on the Moose Wilson alternatives, and I comment the NPS for the analysis represented in the various objectives.

I very much disagree with several aspects of Alternative B. Closing the road to the Death canyon trailhead would make the hike to Phelps overlook 4 miles round trip. This length would make it difficult for many people to complete, particularly elderly. In addition, it would add 1 or 2 miles to all other hikes and make some of them, such as up to Static Peak and back, not doable as a day hike. Perhaps, a system of loaner bicycles could be established. I also don't understand how it would work to have the road terminate at LSR during peak periods. How would people who were at Death canyon get back to Wilson or Teton Village? Similarly, how would people hiking Granite Canyon get back to lodging and campgrounds to the north? Realignment of the road should be dependent on meeting other objectives.

Option C proposes to close the road 2 days a week and only allow bicycles. This would mean one could not go to Yellowstone nor Grand Teton except by going all the way around. Hikers could not go to Granite Parking, Death Canyon nor LSR, and it would complicate it for overnight backpackers wanting to enter or exit those trails. Perhaps a better option would be to close the road to cars from 10am to 4pm for bicycles.

Option D proposes a separate bike path. Originally, I was fully supportive of this pathway. However, after reading an article in the News and Guide, I am less certain. The premise of the article was that we are incrementally squeezing the ecosystem into extinction. The options for the pathway should be either to put it right by the road so the impact is almost nonexistent or to put it totally out of any sensitive areas.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 1676

Author Information

Keep Private: No
Name: Kerry Irons
Organization: Adventure Cycling Association
Organization Type: H - Recreational Groups
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[REDACTED]
Missoula, MT 59802
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 2 Form Letter: No
Contains Request(s): No Type: Web Form

Notes: In addition to the correspondence text provided by Kerry Irons of Adventure Cycling Association, a hard copy letter was sent to Grand Teton National Park. This letter was postmarked on 15 September 3014 and received on 18 September 2014. The text in the attached letter is identical with the excpetion of the signature (Ginny Sullivan, Director of Travel Initiatives).

Correspondence Text

Topic Question 1:

From the standpoint of meeting the key elements of the Goals and Desired Conditions statements, Alternative D offers the best mix of elements. Particularly in the case of the Visitor Experience Alternative D would best engage the largest number of people in the experience of the corridor. There is a huge difference between walking or cycling through an ecosystem and driving through in a motor vehicle. Given that most people never get more than 500 feet from the parking lot when visiting a National Park, providing a multi-use path through the corridor would provide an entirely different experience for visitors. Alternative D would also serve to reduce the motorized traffic intensity in the corridor which would have numerous benefits.

Topic Question 2:

Alternatives B & C seek to control traffic density by limiting the number of motor vehicles on the roadway but would also likely increase the total amount of motorized users along the corridor. This increased traffic load would negatively impact the corridor in general and would also reduce the quality of the experience for all users, most specifically bicyclists and pedestrians. With higher traffic spread over a larger part of the day, it will become more difficult for cyclists and hikers to find peaceful times of the day to experience the corridor. The idea of eliminating motorized use for two days per week (Alternative C) will be confusing for visitors and tend to randomize visitor experience; those who show up on certain days will either get a vastly improved experience (as bicyclists and pedestrians) or be turned away (as

motorists) in what would seem a random fashion for one-day visitors.

Topic Question 3:

Other national parks have successfully implemented bus transit systems as a way to greatly reduce the impact of motorized traffic in sensitive corridors. The addition of a bus system in the Moose-Wilson Corridor would provide access to all elements of the area to day users who do not wish to walk significant distances. Combining a transit system with a multi-use path would encourage pedestrian use of the corridor while simultaneously reducing the negative impact of motorized traffic.

Topic Question 4:

The Moose-Wilson has a lot to offer non-motorized visitors in terms of scenic landscapes, ecological and cultural heritage, and wildlife viewing opportunities. Adventure Cycling supports preserving the slow, rural character of the existing Moose-Wilson road while providing a complete pathway. The existing pathways are a highlight of the park for cyclists, and are incredibly successful both locally and nationally. They have achieved America's Great Outdoors award designation and are immensely important in providing recreational connectivity between the park and surrounding communities. Eliminating the 3.5 mile gap along the Moose-Wilson would greatly enhance the connectivity of these pathways, so we support connecting this gap with a complete pathway along the corridor.

Adventure Cycling Association promotes bicycle travel and tourism and has developed many tours, routes and maps to help cyclists explore National Parks. Adventure Cycling also has a Memorandum of Understanding with the National Park Service to allow partnership with park units on projects to develop bicycle tourism, establish U.S. Bicycle Routes, and make National Parks better places to bicycle. We support inclusion of the 3.5 mile section along the Moose-Wilson in the proposed pathway plans to provide a complete pathway from the Granite Entrance to Moose so that non-motorized visitors and locals can enjoy Grand Teton National Park. Thank you for your consideration.

Comments: Adventure Cycling Association is a nonprofit with over 46,000 members that promotes bicycle travel through organized tours, mapped routes, the Adventure Cyclist magazine, equipment sales and the development of a national public network of recognized bicycle travel routes, called the U.S. Bicycle Route System. We hear from our members about their bicycle travel experiences and also recently worked with the Institute for Tourism and Recreation Research to survey cyclists. According to the survey, touring cyclists most highly valued scenic views, historic sites, wildlife watching, and local hospitality. The values expressed by the surveyed cyclists represent what cyclists across the country seek when traveling to places like Grand Teton National Park. Bicycle tourism is a growing sector of the tourism industry with substantial economic, environmental, and health benefits, and we encourage the Park to consider cyclists' needs and preferences in the developing plans for the Moose-Wilson corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1677

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Hollister, MO 65672
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think that the Moose-Wilson Corridor should not be changed. We were on this road many times this summer and it is a treasure beyond compare. Paving the unpaved portion would be beneficial, but not necessary.

Topic Question 2:

No trees should be harmed and no bike paths should be built. Opening up the roads to White Grass will only harm that historic area.

Topic Question 4:

We spent many hours in the park in June and July of 2014. We hiked trails and were able to horseback ride in the park for 6 days. It was an amazing opportunity to experience the many historical areas of the park the way our ancestors did. Do not take away the rights or ability of the many people who love to ride horses in the park. There are enough bike trails.

Comments: Here are some additional comments.

Please, no bicycle pathway on the Moose-Wilson Road.

It would destroy over 3000 trees in a very pristine historical wooded area. It also increases the potential for wildlife and horseback rider conflicts.

With only 3% of park users currently using the bicycle paths, there is no benefit of such a large and disturbing project.

Do not close commercial horseback riding on the Sawmill Pond Trails.

It is one of the most unique areas of the park that allows this activity without causing any conflicts with other parks goals. It has also been an activity that has been historically used in this area for over 90 years with minimal conflicts and requiring minimal park management. I don't understand why the park is attempting to eliminate historical horseback trails that have been previously approved for commercial use? This area offers access to unique and safe horseback riding trails unavailable in other parts of the park.

These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch. By taking interpretive rides through these historical ranches, the guides help reach a parks goal to Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archaeological sites, cultural landscapes, and ethnographic resources.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1678**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please return Moose Wilson road to its former tranquility. Fast moving commuter traffic should be diverted around this place of majestic wildlife! Keep folks that have no need to be in the park OUT.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1679

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:

There is no need for any change. Why don't you just leave it alone. I have been going through there for over 40 years and it has been just fine.

Topic Question 2:

There is no need for any change. Why don't you just leave it alone. I have been going through there for over 40 years and it has been just fine.

Topic Question 3:

There is no need for any change. Why don't you just leave it alone. I have been going through there for over 40 years and it has been just fine.

Topic Question 4:

There is no need for any change. Why don't you just leave it alone. I have been going through there for over 40 years and it has been just fine.

Comments: There is no need for any change. Why don't you just leave it alone. I have been going through there for over 40 years and it has been just fine.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1680

Author Information

Keep Private: No
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Correspondence Information

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Correspondence Text

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Thank you.

Kay Lettner

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1681**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

It is not a good idea to combine biking trails with long-established park usage by horse and riders. The west was discovered on horseback and that is how today's Americans would like to re-envision and enjoy this grand area.

Topic Question 2:

The Moose Road corridor and the riding areas through the Whitegrass Ranch area should remain for horse/foot path only. No bikes. I

Topic Question 4:

The Grand Teton National Park is one of my favorite parks along with Yosemite in Ca. Certain areas should be allowed for biking, but certainly NOT THIS AREA THAT IS BEING PROPOSED.

THESE TRAILS ARE FOR HORSES AND RIDERS AND SHOULD REMAIN.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1682

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

Creating a safe haven for wildlife is the priority. Human enjoyment only with pursuits that do not interfere with or cause harm to wildlife in anyway. services along the road be kept to an essential minimum. this is not Las Vegas. visitors must be well informed as to what amenities are available and accept the policies of the park. citizens will welcome an opportunity to have an experience that is nature oriented. if someone wants a video resort they can vacation elsewhere.

Topic Question 2:

there is no place in national parks for snow mobiles or off road vehicles. the vehicles destroy the vegetation and water sources. the noise is deafening and harmful to the hearing of humans and wildlife. humans can escape. wildlife that is trying to survive the winter cannot escape.

Topic Question 3:

reserve the option to close the road on a temporary basis to prevent harassment of wildlife during migration or breeding or at times of increased stress due to adverse weather conditions. special attention must be paid to protecting wildlife with young. young animals must not get used to humans; their innate avoidance of humans must be preserved.

Topic Question 4:

Please see the Comment section.

Comments: Dear Superintendent Vela,

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Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1683

Author Information

Keep Private: No
Name: David J. Boyer
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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Sincerely,

David J. Boyer

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1684

Author Information

Keep Private: No
Name: John/Judith Swann
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Jackson, WY 83001
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

We have some general comments that we would like to share:

1. We favor a 15 mph speed limit on the entire road;
2. We favor paving the unpaved part of the road;
3. We favor realigning the two segments of the northern road as outlined in Alternatives B and D;
4. Strongly oppose the multi-use pathway as outlined in Alternative D.

We are 15 year residents of Jackson, and we are Volunteer Summer Rangers at the LSR Preserve. We love the pristine and special nature of the Moose-Wilson Road. We have mixed feelings about any effort to control the number of vehicles on the road, but we would support a decision that includes some kind of traffic-control measures.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1685

Author Information

Keep Private: No
Name: Tika Bordelon
Organization:
Organization Type: I - Unaffiliated Individual
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Seattle, WA 98101
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1686**

Author Information

Keep Private: No
Name: Cory Miedema
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Nine Mile Falls, WA 99026
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have not read the document but I think that we should always be trying to preserve established wildlife areas.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1687

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Boca Raton, FL 33428
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
Alternative B is the best and the one I vote for.

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1688

Author Information

Keep Private: No
Name: Rosalis Estes
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
San Juan Capistrano, CA 92675
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

My first priority is to disrupt the natural patterns of the wildlife as little as possible. I would prefer as few changes as possible. I have no problem with moving the park entrance gate at the end by Moose. I also believe that a few more turn outs in areas where the cars often block the road would be helpful.

Topic Question 2:

Improving the road will only add traffic and traffic traveling at a higher speed regardless of speed limits. This is because the more you improve the road the more it will be used as a short cut to the airport. I really dislike the plan that moves the road to the other side of the wet areas. As a visitor annually for over 15 years my main reason for traveling this road is to see animals. Through the years my children have called the early morning ride "going on the animal run". This road is unique in that it is so natural. Other roads can take you to the airport and there are plenty of improved bike trails all over the area. These well designed bike paths are nice if you just want to go bike riding but why disrupt the only road that has all of these natural areas where animals have been for years. The plan that closes the road a couple of times a week except for bikers is a TERRIBLE plan.

Topic Question 3:

First we need to look at why the park is so important.
Preserving nature which includes vegetation as well as wildlife.
When people can enjoy an area such as this they may want to be involved is protection nature and animals elsewhere.

Topic Question 4:

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

Maybe a sign at each end of the road stating:

This road may have congestion because of the viewing of animals. Please be patient. This is not the best road to use for rapid travel.

I do not understand why the bikers are so insistent about wanting a designated bike trail along side this road. If they really love nature and want to enjoy it then why do they want to do something that will change it so drastically

All of this makes me so sad. I have loved the Tetons for so many years. Early in the morning right before daylight there are some areas where I move off the road and sit quietly in my car and listen to the bugling of the elk knowing that in a few minutes they will start to cross over the road and head up the side of the hill. I have taught my children to appreciate wildlife and hope that my grandchildren have that opportunity also. Please don't turn this very special area into just another improved, paved bike trail and road to the airport.

Comments: I put "Other" when answering how I heard about this document. I have friends and relatives that live in the area so I heard about this from them.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1689

Author Information

Keep Private: No
Name: Nancy Stirn
Organization: R Lazy S Ranch
Organization Type: I - Unaffiliated Individual
Address: Teton Village, WY 83025
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

After talking to many people including avid bicyclers, I would do nothing with the road. I think Laurance Rockefeller would roll over with the removal of trees and addition of asphalt. I have been under the impression that he wanted the parking lot small at the LSR on purpose. If I know my history, the Rockefeller's rode horses and not bicycles on the JY. The road was full of dude ranches in the day....not sure it was ever meant as a thorough fare.

Topic Question 2:

I believe that closing the road for two days will not work as it will be too confusing for the tourists. I do not think there should be a bicycle path on the Moose Wilson Rd as it is one of the last pristine areas left in our area. If you look at the transportation results, most people were using the road as a means to get to the other end or the airport. I do not feel that the amount of trees, the disruption to the animals and the amount of asphalt is worth it. I really don't know how the park would be able to patrol the bicycles off the horse and hiking trails as the bicyclists are already on the trails in the off season and at night. The tracks are very visible. I know everyone would like a connection from the Village but I don't think it is worth the cost for 6 months and I really feel that there would be major conflicts with horses and the animals that reside in that part of the park.

Topic Question 3:

I would eliminate taxis, put a limit on the scenic guide cars, and possibly put in another lane for those with passes. Some pull outs would be nice then the slower cars could pull over. Might be a good idea for the visitors center to quit telling the visitors that to see animals, they should go down the Moose Wilson Rd.

Topic Question 4:

I think there will always be traffic and having lived near the road for 26 years, that's just the way it is. If you're in a hurry, perhaps you shouldn't use the road. I can still remember before we moved here and getting off the plane and traveling down the Moose Wilson Rd. You just felt at peace. I have spoken with a lot of visitors who have come out to our area for many years and they feel the same way. Yes, there is more traffic but that's ok with them. They love the drive no matter how long it takes them. One of the problems is with people that use the road to get to work and are in a hurry to the airport...go around.

Comments: The night of the open house, I spoke with several of the park representatives. I specifically asked why in two of the alternatives, they would eliminate concessionaire parking at the Sawmill pond area. None of them could give me an answer including the representatives that worked on the plan from Denver. I found that a little odd that not one person could explain the reasoning. I spoke with the Superintendent regarding the responses. A few other things bothered me about the open house as when I asked about the animal disruption and the amount of vegetation that would be removed, the response was more or less we have no idea. Well, the last plan I had read gave specifics regarding the amount of trees that would be lost. At this point, the only person to address this issue in the newspaper was our town councilman, Jim Stamford. Impressed with him!

Yes, I am a horse person but have thought about all of the alternatives very carefully. Yes, we run a ranch at the southern boundary of the park and feel strongly that I need to represent our guests. 80% of them are return visitors who have visited the park over and over. They have really strong feelings about the Moose Wilson Rd and the beauty of it as it is. They feel as stated above that changes to the road would be horrible for the animals that make that area their home. Yes, a lot of them also ride bicycles but they feel there are enough places for them to ride their bikes.

As I read your document, one of the things I see the park trying to preserve is the culture and history of the area. By changing the road, don't you feel this is going against your goals?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1690

Author Information

Keep Private: No
Name: Ronald Blidar
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

As a frequent visitor to Grand Teton National Park and a regular visitor Moose Wilson Road, I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

I have seen some incredible wildlife viewing on off of this road including two yearling grizzly bears, moose, pronghorn, and more.

However, I would be in support the temporary closures of this road to benefit the protection of wildlife. I have experienced vehicles traveling much too fast on this narrow road.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1691

Author Information

Keep Private: No
Name: Marilyn G. Hoff
Organization:
Organization Type: I - Unaffiliated Individual
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El Prado, NM 87529-0295
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1692**

Author Information

Keep Private: No
Name: Robin Pappas
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Pocono Manor, PA 18349
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
It is so important to protect our natural resources.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1693**

Author Information

Keep Private: No
Name: Bruce Balke
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Eudora, KS 66025
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

X

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1694

Author Information

Keep Private: No
Name: Joseph Mancino
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Columbia, MD 21046
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/11/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Eliminating all commercial traffic. Only traffic should be visitors.

Topic Question 2:
Closing the road 2 days a week may prevent a visitor with limited time from entering on the only day they might be in the park

Topic Question 3:
I think traffic should be stopped at a point in both directions, then allow visitors to use the existing road that is now closed to traffic as a foot trail.

Topic Question 4:
Need to devote a large portion of this road to foot/bike traffic only.

Comments: This is one of the best spots for wildlife viewing but the narrow road and heavy volume makes it hazardous for everyone. The goal should be to limit vehicles while encouraging visitors to leave there vehicles and hike to see the wildlife.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1695

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
Address:
Lincolnwood, IL 60712-2021
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
7220 N. Keeler Ave

Comments: I feel that we should not develop a plan that will put creatures, plants, etc in museums, dead and stuffed. We have an obligation to keep wild areas wild without snowmobiles blasting in the hard to reach areas where animals find solitude and rest. Sometimes the gov't has to say no to people who want more and more from nature and the environment. I have not responded to above questions because I simply feel that less is more in this case. Please maintain the wild areas as close as possible to what they have been for centuries. Some things are sacred and we continue to unbalance nature and every time we try to do a better job in that balancing act we fall on our faces. We spent tax payer money to re-establish wolves and now we are killing them. One aspect is the inhumanity and the other is how stupid all this looks to taxpayers. Is there no sanity in the gov't at the highest levels.
Thanks,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1696

Author Information

Keep Private: No
Name: Michael D. Assadi
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98109
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:

Alternative A. The current state of the road seems to control the amount of traffic adequately. The only complaint about this alternative is there aren't sufficient turn offs in the areas with the most sightings causing dangerous situations with tourists and locals.

Topic Question 2:

Alternatives B, C and D. Closing the road would add confusion and inconvenience for both visitors and locals and would reduce the tourist experience. Also, the grizzly bear presence would create a dangerous temptation for tourists to tangle with this dangerous but beautiful animal.

Topic Question 3:

Yes, increase the size and number of turnouts for tourists to stop there cars. Adding more signage at the new turnouts explaining the dangers and educating the public with lots of details about the wildlife.

Comments: Keeping the unpaved section but increasing turnouts (size and number) but not adding a bike path would be my suggested alternative. Bike paths out in the open give humans and animals enough warning of each other. Putting a bike path in the woods is asking for trouble.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1697

Author Information

Keep Private: No
Name: Zohal Khan
Organization:
Organization Type: I - Unaffiliated Individual
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Bethlehem, PA 18017
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please protect the moose habitat of this area and reconsider plans for further development. The fragile ecosystem of this natural area and the rarity of such an important habitat for moose should not be ignored.

Topic Question 2:

Creating further roads and development in this area is detrimental to the natural environment of the area. The natural environment cannot be recovered once it is gone. It is our duty to protect these moose as well as motorists by ensuring that the moose have their own sanctuary free from human disturbance.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1698

Author Information

Keep Private: No
Name: Georgie S. Song
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Capitola, CA 95010
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.
Georgie Song

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1699

Author Information

Keep Private: No
Name: Julie Adams
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Missouri Valley, IA 51555
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1700**

Author Information

Keep Private: No
Name: David Wood
Organization: Mr.
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San Antonio, TX 78245
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please do not allow for more development. I went to yellowstone and grand teton last year with my son, as my father had taken me, and cannot imagine any reason for development of any kind in these areas.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1701

Author Information

Keep Private: No
Name: Claire H. Rogers
Organization:
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Decatur, GA 3030
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Correspondence Information

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Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:

My family has spent 8 vacations on the R Lazy S Ranch. I have always felt like the ranch went out of its way to be a good steward of the park land. Historically, the dude ranches have been a part of the western experience and of course trail riding on safe and beautiful land is the major part of this experience. It is very important to keep the trails to Whitegrass open for horses. The old ranch is interesting and certainly gives a glimpse into the past...which is also a part of the park service's mission.

I am opposed to putting more bike lanes and trails on the Moose-Wilson corridor. To remove so many trees for a bike trail that will be used by so few is certainly not a good use of our natural resources.

white

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1702

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Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts

Topic Question 2:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1703**

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Correspondence Text

Topic Question 1:
Alternative D - included separated pathway

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1704**

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Correspondence Text

Topic Question 1:
Alternative "D". Hopefully, this would allow autos and cycles, and pedestrians to have safe access to Moose Wilson Road. Safety is the main issue.

Topic Question 2:
Any of the alternatives that don't promote safety.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1705

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Notes:

Correspondence Text

Topic Question 1:

I agree with the stated Goals and Desired Conditions. The corridor is a visitor destination, not just a pathway for traffic.

Topic Question 2:

Do NOT realign the road nor construct any new segment. The old roadway cannot be restored to natural conditions. Do not construct a multiuse pathway parallel to Moose-Wilson Road. Limit commercial trips and development, perhaps to make the road/area accessible to handicapped persons who cannot drive, or to limit use of private vehicles IF not continuing through the park system (as to Yellowstone etc.), perhaps with a permit to be applied for in advance or at admission.

Comments: I value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a

more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton National Park is a gift to the residents of the local community and also one that is owned by, cherished, and enjoyed by people from all across the United States. I am fortunate to be one of them.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1706

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Prefer Alternative A. No action approach. Keep area as wild as possible.

Topic Question 2:

1. A bicycle path (Alt D.) will ultimately degrade the habitat. See road closure for grizzlies 2014. Public resentment of present Park Pathways has been noted.

2. Keep unpaved portion of road as is-unpaved. Slow traffic down. Don't let this road become a high speed auto-bicycle short cut for West Bank-Teton Village residents. This is a wild life corridor, not a shortcut.

3. A 60 car parking lot for Death Canyon-White Grass Area (Alt B,C,D) will encourage heavy traffic on the road, Do not turn this area into another LSR Preserve-South Jenny Lake heavy visitor area. Parking on the side of the MW Road would become a reality quickly.

Topic Question 4:

Significant public and private dollars and will have built the White Grass Historic District. We should be mindful of this fact.

Comments: Again, Pathways and 60 car parking would contribute to a Disneyland attraction and distract greatly from the natural beauty that is still preserved under Alt A.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1707

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Status: Reviewed Park Correspondence Log:
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Notes:

Correspondence Text

Topic Question 1:

The strategies outlined in Alternative D do the most to enhance the visitor experience and protect the resource.

Topic Question 2:

Any strategy that closes the road at any time during May-Oct., other than for wildlife/human conflict avoidance, would be difficult to manage by users. Any strategy that calls for paving the road would be detrimental to the experience and to the resource.

Topic Question 3:

No, there seem to be enough options. The NPS has done a good job listening to all sides of the debate and has included a range of strategies that satisfy the goals of many different types of users.

Topic Question 4:

I vote for Alternative D. In light of increased usage and a change in the type of users, presently and conceivably in the future, to be more apt to visit the park on a bicycle or on foot rather than in a car, Alt D is the best solution for the safety of the users and for the maintenance and protection of the resource (wildlife, environment).

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1708**

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Correspondence Text

Topic Question 1:
Think future! Eventually a bridge will have to be built over the Snake River. This would take a lot of traffic away from the Moose/Wilson road. I would keep the road as wild as possible.. Once it is paved and widened, there is no turning back. No pathways. Put in a one way road. The road should not be developed as a convenience for air travelers.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1709

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Correspondence Text

Topic Question 1:

1. Road realignment. The road needs to be moved out of the wetlands area between the Death Canyon Road and Sawmill Ponds as shown in alternatives B and D. The road also should be realigned on the north end to create a 4-way intersection at Chapel Rd and move the Moose entrance station to the south of this intersection. Additional entrance stations seems like a waste of money and will increase staffing costs. Fewer entrance stations and creating access to Moose-Wilson road inside the fee area will make for a better visitor experience and may decrease some traffic (southbound) on Moose-Wilson Road.

2. Gravel section of M-W Road should be paved. It will make a better visitor experience and decrease maintenance costs and closure times related to dust abatement.

3. Move Death Canyon trailhead to the White Grass road junction. This will decrease auto impact into the Death Canyon area and improve parking there.

4. Create a pathway between Moose and the Granite Canyon Entrance Station. This will create a better user experience and help complete a valley-wide pathway system.

Topic Question 2:

1. No action in alternative A is really not an answer. There are improvements that need to be made.

2. Roadway termination at LSR doesn't make sense. The closed portion of road is so small that, yes, it might cut down through traffic but there would still be traffic on nearly all portions of the road.

3. Relocating the Moose entrance station and building a new fee station on the north end of M-W Road seems silly: it's a waste of money and creates unnecessary stops for visitors. Realign the north end of the road and move the Moose station to the south of the road (or leave it where it is).

4. Temporary restriction of traffic and a reservation system seems complicated and creates unnecessary management requirements. The Park can't even manage some of the current needs. Why create more work for staff? It also seems like it makes for a confusing system for visitors.

5. Winter closure of M-W Road at Murie center is a bad idea. This effectively cuts off winter access to the Death Canyon area and the popular ski destination of Wimpy's and Mt. Albright. The winter plowing of the road should continue to the Death Canyon trailhead road as it currently does.

Topic Question 3:

If one of the goals is to protect and restore natural hydrologic features, as stated in the Aquatic Resources Goals and Conditions, why is there no mention of freeing up Lake Creek from the levys that confine it in the southern portion of the M-W Road area?

Comments: In summary, my personal opinions for an improved Moose-Wilson corridor for natural resources, wildlife and visitor experience include:

1. Pave the gravel section.
2. Realign the road to get it out of the wetlands area.
3. Realign the road on the north end to put the intersection inside the fee area. Driving from the south and having to go through 2 entrance stations is a frustrating and frankly terrible visitor experience.
4. Put in a pathway between Moose and Granite Canyon entrance station to help complete the valley-wide pathway system.
5. Relocate and improve the Death Canyon trailhead at the White Grass Ranch intersection.
6. Improve parking at the Death Canyon trailhead road.
7. Maintain winter plowing from Moose to the Death Canyon trailhead road as it currently is.
8. Do not implement any vehicular travel restrictions along the road until after above road improvements are made. Let people use it and see how usage has changed, if at all. I believe through-traffic from the north will be decreased if the north end of the road is realigned to be inside the fee area.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1710

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1711

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Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

None of the strategies in this should be carried forward. The road is already over-managed to segregate people from wildlife. The alternative I'd like to see would back off on policies that close the road to "protect wildlife" when in reality they're just trying to ease management headaches. Wildlife is not harmed by humanity that enjoys watching it from a safe distance.

Knowing that's not going to happen since the Park Service will do its own thing anyway, I will suggest that the roadway remain always open to through traffic and that areas where wildlife is often sighted should have more parking and access so tourists and locals can more thoroughly enjoy the wildlife without blocking traffic.

I say this because my family, coming from Wilson, frequently uses the road as both a thoroughfare into the park and as a destination simultaneously. We enjoy the experience of bypassing town and driving through a gorgeous area with the possibility of spotting some of our favorite animals like moose and bears. But when bears are most likely to be seen, the park frustrates our plans and deflects us through town.

I know the park and its wildlife is supposed to be protected, but the line has long since been crossed into over-management of resources. People's access to the land shouldn't be taken away to make management simpler. Open access should always be the No. 1 priority, regardless of if a grizzly bear is easy to see along the way.

Topic Question 2:

A paved bike path may not be a bad thing, but the things bundled with that plan again over-manage the

road. Access should always be open, even for locals who like to use the road as a scenic entrance to the park that bypasses the busy town of Jackson. A reservation system for a road is absolutely crazy. The bike path would alleviate some local traffic, especially. And the argument of "wildlife habitat connectivity" is a farce. Animals can safely cross the slow-moving traffic on Moose-Wilson road. I've witnessed it many times.

Topic Question 3:

Embrace the road as a wonderful asset to the park. I feel like the park too often sees it as a management hindrance and nothing else. People love the experience they have on Moose-Wilson. Make it more accessible, not less. See my comments on adding parking up above. Creating gravel pullouts along much of the roadway seems a small price to pay to allow people to love this road and use it as well. See comments to question 1.

Topic Question 4:

Please stop trying to lock me out of the park. It's public land and should be accessible to the people. Always.

Comments: I love Moose-Wilson road and can't stand the thought of not having open access to it. I know of hundreds of locals and tourists who would resoundingly agree that locking people off the road will only solve the park's problems, not the people's. Park management ought to reevaluate its positions toward the people, since the NPS was created to keep beautiful places open to the people. Blocking them off to the people they were created for in the name of wildlife is just wrong. People and animals can and do co-exist.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1712**

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
I love Plan D: I love the idea of riding my bike safely through this part of the park. And the road changes are good. I have lived here 20 years, consider my self a conservationist, and am very excited about plan D. Thanks for all of your hard work on this issue.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1713

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Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

Reduce (or at least maintain) the speed limit: If people really are looking to "experience" a beautiful drive, with the potential for wildlife sightings, then they need to go slowly. Slow traffic minimizes the dangers of a road shared with cyclists. This will also discourage drivers using it as a "shortcut" from place to place.

Maintain the size of the roadway: It keeps traffic speeds down, and is part of the "charm" of this byway. Upgrade and define a few limited shoulder parking spots,.

Limit the winter grooming of any portion of the road. The Park should focus on doing a good job of grooming the Teton Park Road, and leave this road to skiers who are looking for a different experience.

Topic Question 2:

A separated bicycle pathway: While this would provide an exceptional recreational experience, I do not believe that it would reduce vehicle traffic, and do think it would create more habitat destruction and interference for wildlife.

Parking lots with interpretive kiosks along the roadway: Good information can be provided at each end of the road, then folks can travel along and "see what they see", without all of them stopping at pre-determined points.

Electronic warnings when the road is "congested" or parking lots are full. This set up would be difficult to

manage, and requires personnel to constantly assess parking lots and traffic flow. I already hate having NPS rangers be parking lot attendants at the LSR...it is a waste of money and professional expertise.

Closing the road to vehicles 2 days/week seems too complicated and sort of arbitrary. It could just create more traffic on the open days. I would be very frustrated by that if I was a visitor here on a limited time vacation.

Topic Question 3:

The proposal to turn the road into one-way, with a dedicated bike lane (like Jenny Lake road) is appealing, but has other consequences that may not be helpful overall. Still worth considering.

Rip out the asphalt and maintain as a true western "back road", with enough rocks and dust to discourage many folks, and slow the rest of them down.

Topic Question 4:

I'm uncertain how important it is to realign the No. end of the road, but support the professional assessment that it would be more suitable for wildlife protection, and still allow good critter-viewing.

I am supportive of seasonal or temporary closures based on the needs/activities of wildlife in that area.

Comments: Thank you for doing your professional best to develop a reasonable plan for this area that will safeguard it's natural and historical values into the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1714

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Correspondence Text

Topic Question 1:

Preserve the area as a way to experience nature undeveloped. Protect this precious wildlife habitat from further recreational development. Protect the area for future visitors who wish to experience solitude as it was decades ago. Do not allow new paths to be created which in any way would increase the number of human visitors (regardless of their chosen mode of transport). Please do not allow the Moose-Wilson road to become a human transportation corridor. Its only purpose should be to allow limited visitor access to the immediate area. Not add convenience to those who have chosen to live in Teton Village and want a faster or more convenient path to Moose or the rest of Teton Park. Carving up this wild area to create yet another new cycling opportunity for the insatiable Pathways lobby WILL NOT improve safety. Deaths have occurred on existing pathways due to reckless cycling.

Topic Question 2:

Adding new pathways, increasing parking, improving roads for any reason. Adding capacity to the transport infrastructure only serves to increase human incursion into the area. The only construction option presented which seems worthwhile is relocating the north portion of the old road away from the ponds. But only as long as the old road is abandoned and revegetated. The new road should be of minimal width with some turnouts to minimize destruction of the sage flats. Special access when motorized access is forbidden should be limited to those on foot only.

Topic Question 3:

Top level strategy statement:

Moose-Wilson will not be allowed to become a transportation corridor for those wishing to access the

greater Teton Park from the Teton Village area. The sole purpose for any road through this area is for accessing the adjacent Park areas as a destination.

Comments: Mountain cyclists do not recognize the impact that their use of trails has on wildlife, horses and hikers. Their use, and abuse, of trails displaces all these other users. Of course their response is "just build us more trails for our sole use". Such an attitude is incompatible with the core principles of a National Park. Teton Park is not an amusement park for human recreation. Wildlife and the protection of habitat must take priority.

Humans will always, if not constrained, overwhelm beautiful places. Just look at the Jenny Lake parking lot in July. It is overflowing into the sage. In my view visiting Jenny Lake during this human flood is not a very pleasant experience. Yet with ever more visitors each year, the Park's stewards (you guys) are faced with a choice. Protect and Preserve the Park or build larger parking lots. I hope you have the courage to choose the former option.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1715**

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Save these wild spaces for all our kids and grandkids

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1716

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Speed bumps are another option to keep speeds down and to reduce collisions with animals and people.

Topic Question 2:

I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided. There are also options such as, speed bumps, and safe animal crossings above or below the road way.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States. We need to protect it for future generations.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1717

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Correspondence Text

Topic Question 1:

I like the paving & realignment of Alternative C and the pathway of Alternative D. If these are mutually exclusive, then I'd choose D and maintain the unpaved portion better.

Topic Question 2:

Alternative A does not do anything or achieve any goals. We need to improve the existing road at the very minimum. Alternative B does nothing to provide for safety of pedestrians or bicyclists or improve their experience and safety.

Topic Question 3:

How paving and realigning the whole the entire road and adding the pathway (maybe using the existing road in places where practicable.)

Topic Question 4:

I think the idea of reservations to use the road and the limiting of traffic on the road by turning away visitors, will lead to a very negative experience for visitors. In addition, it will require more labor and time on the part of Rangers and other Park Service Employees, leading to more cost.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1718

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Topic Question 1:
Alternative A- no action. The systems and roadways currently in action are working.

Topic Question 2:
All alternatives excluding alternative A (no action) should not be carried forward. By adding to and altering the Moose Wilson Road more congestion issues will arise, and it will be more invasive to the local ecosystem and environment. Leave it be.

Topic Question 3:
No other strategies should be included, no action should be taken on this matter. Issues should be dealt with as they have been on a case to case basis and the Moose Wilson Road should be maintained and regulated as it has been.

Topic Question 4:
Leave it be.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1719

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Topic Question 1:

I support Alternative D. It addresses a pathway and it manages resource protection as well as provides an outstanding visitor experience. The road realignment is an excellent idea too. My father, at age 82, is an avid cyclist. Riding down the dirt section of Moose-Wilson is no longer an option for him. I hope to continue to ride with him for years to come and the loop from town to Moose to Teton Village and back to town is an event he and I have not been able to accomplish in over ten years. With the swift addition of a pathway along Moose-Wilson, it is my hope that he and I will have many many years together to enjoy the amazing scenery and wildlife along this amazing bike route.

Grooming the unplowed section of roadway in winter is an excellent idea. As an ardent user of Death Canyon road / trailhead in Winter, I support the reconfiguring the winter parking aspect. How far north will parking be realigned?

Topic Question 2:

Gates and closures will only exacerbate traffic in other parts of the county. Roadway redundancy is poor in Teton County, let's not make it any worse.

Topic Question 3:

Please also consider transit as an option and opportunity to reduce vehicular traffic along the corridor.

Topic Question 4:

Thank you for the opportunity to submit comments.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1720**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think the concept of linking existing pathways within the Valley and the Park is an excellent idea. By providing safer alternatives for non-vehicular traffic, that eases some of my safety concerns surrounding biking the Moose-Wilson Road.

Topic Question 2:

I do not like the idea of paving the entire Moose-Wilson Road and maintaining it year round. I also do not like the idea of selecting certain days of the week as bike only days and other days as drive only days. These shortsighted options poorly merge different traffic patterns (some seasonally) within the Valley.

Comments: Please consider Alternative D as the best choice going forwards. Thank you!

Andy

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1721

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I prefer a combination of Alternative B and C. I like the idea of Alt B re-aligning the northern section of the Moose Wilson road away from sensitive habitat. I like Alternative C for the proposal to close the road 2 days a week to vehicular traffic. I am very afraid of any proposal that improves the road and allows for more traffic; otherwise, in 10 years this may become a major highway front eh airport to Teton Village with disastrous consequences for the wildlife.

Topic Question 2:

Any element that promotes MORE traffic flow is deleterious to the Park.

Topic Question 4:

see Question 1 for my overall thoughts. I am for minor improvements to the road and promoting non-vehicular use but I am against building a bike path as that is too disruptive to the eco-system in the area.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1722**

Author Information

Keep Private: No
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Organization: Hawtin Jorgensen Architects
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
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Correspondence Text

I am pleased to submit comments on the Moose Wilson Road proposals. I cannot endorse any one of the alternatives without reading the EIS that will be issued sometime next year. In the meantime, I would like to make the following recommendations pending the review of the EIS which could change my recommendations:

- 1) Pave the gravel portions of the existing right-of-way.
- 2) I support the turnout and parking recommendations suggested in alternative D
- 3) I support the road realignment that is part of Alternative D.
- 4) I support the Death Canyon proposal in Alternative C

In addition:

- 1) I would recommend continuous free bus/van transportation from the GTNP Visitors Center to the Rockefeller Preserve.
- 2) Drivers must be told, in whatever way is effective and reasonable, that the Moose Wilson Road is a slow speed, winding, scenic road maintained to enjoy the natural resources of this special place and the recreational opportunities near by and to be aware of people walking and riding bicycles.

I will await the EIS and will respond to that document.

Best Regards,
Bruce Hawtin

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1723

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

September 12, 2014

Grand Teton National Park
Attn: Moose-Wilson Planning Team
P.O. Drawer 170
Moose, WY 83012-0170

Sent via email to:

Dear Planning Team:

On behalf of our 1.2 million members and supporters nationwide, Defenders of Wildlife thanks you for the opportunity to provide comments on your preliminary alternatives for the Moose-Wilson corridor. Defenders of Wildlife (Defenders) is a national non-profit conservation organization founded in 1947 focused on conserving and restoring native species and the habitat upon which they depend.

The Moose-Wilson corridor is a unique and valued treasure for both visitors and residents. We recognize that maintaining the ecological integrity of the Moose-Wilson Corridor while balancing the needs of visitors and increased congestion along the road is challenging. National Park visitors are a vital component to this region's economy. By engaging visitors Grand Teton National Park creates long term understanding and awareness of conservation issues impacting the west. A recent study concluded that visitors would be willing to pay around \$41 more in Yellowstone entrance fees just to see a bear

(Richardson, et. al. 2014), a reason why people also frequent the Moose-Wilson corridor. Increasingly this region is witnessing development pressure south of the Park. However, we urge Park officials to be cautious when considering any plans for the corridor that may be contrary to the purposes of the Park.

Grizzly bears have now recolonized and frequent the Moose-Wilson corridor. Roads have been shown to increase mortality of grizzly bears, cause area avoidance and fragment grizzly bear habitat (Kasworm & Manley, 1990; Mace, et al. 1996; Proctor, et al. 2012). Park officials must take into consideration impacts to grizzly bears of any potential improvements to the roadway such as increased vehicle traffic and increased speed at which vehicles travel along the road. Increased speed and increased vehicle use can result in an increase in wildlife vehicle collisions which raises the number of wildlife mortalities and can become a human safety concern. Faster vehicle traffic may also diminish the visitor's anticipated unique and rustic wildlife viewing experience.

Alternative A - No Action

Defenders appreciates options presented in Alternative A but recognizes the need for changes that could provide improved balance between visitor and local use of the road with ecological integrity and wildlife security important to the area.

Alternative C - Balance of preservation and public use

Alternative C provides interesting suggestions that could minimize congestion within the corridor while sustaining an acceptable level of access. By not paving and maintaining the alignment and width of the corridor, speed through the corridor would presumably be less than through a paved corridor (also in Alternative A). This could prevent additional direct wildlife mortality on the road. We are also intrigued by the idea of timed sequence techniques for vehicles entering the corridor as a way to address congestion. Additionally, closing the corridor two days a week to allow only bicycles and pedestrians is worth exploring further, though bear-human and other wildlife conflicts with pedestrians and bicyclists would remain issues.

Alternative B - Visitor Destination

After reviewing all of the preliminary alternatives, Alternative B appears to be a conservative but balanced approach to improving the corridor while maintain the ecological integrity and the natural experience of the area. We would like to see this Alternative carried forward into the next steps of the process. While we are concerned about increased speeds that can coincide with paving the remaining unpaved section, we strongly support:

- The proposed action to realign the road to the east of the beaver ponds to restore wetland function and habitat connectivity.

- Reduced speed limits, restricting traffic during peak periods, closing the corridor to through-travel during these times and retaining the narrow, winding character of the road.

- The proposal to relocate Death Canyon trailhead to the end of the pavement and conversion of the 1 mile of currently unpaved road to trail

- White Grass Ranger Station conversion to a backcountry cabin.

Alternative D - Recreational and Broader Park Experience

While we do appreciate that this Alternative leaves the unpaved section unpaved and provides the option to move the roadway away from the wetlands, Defenders urges the Park to reassess impacts that the addition of a separate bike path will have on grizzly bears and those traveling in bear country. Bicyclists moving along a well maintained bike path can travel quickly and quietly. This can result in sudden encounters between bicyclists and grizzly bears. The sudden encounter is the most common situation associated with grizzly bear-inflicted injury (Herrero, 1990). We ask Park officials to coordinate new

consultation with the U.S. Fish and Wildlife Service, the Interagency Grizzly Bear Study Team (IGBST) and the state's grizzly bear biologist to discuss impacts that modifications or "improvements" on the Moose-Wilson corridor will have on grizzly bears and grizzly-human encounters. It is important that Park officials take into account the potential for increased grizzly-human conflict and the potential for additional grizzly bear mortality when developing this management plan.

Commercial and Through-Traffic

Defenders would like to see a limit or restriction on taxis and other through-traffic. Alternative B and D provide some prohibitions on commercial traffic including taxis. We feel this is an appropriate approach worth exploring further.

Pullouts and Parking

Alternatives B, C, and D include adding pullouts. Pullouts can be strategically placed to allow for safe viewing opportunities that do not degrade the surrounding habitat and can be useful for disseminating educational information. They can, however, provide people more opportunities to stay in the corridor longer, potentially with greater impacts to wildlife. We are concerned that there will be the potential for habituation of bears that frequent these areas. This would be a particular concern at parking areas for wildlife viewing. Park officials should provide a number of parking and pullouts that balances visitor use while not creating habitat fragmentation or wildlife conflicts. We feel Alternative D exceeds that balance.

We ask that Park officials ensure anthropogenic attractants are contained in a bear-resistant manner or removed from the area to avoid food conditioning bears in the area. This may include the placement of bear-resistant garbage containers at pull outs and interpretive stops. Wildlife viewing areas should be sufficiently monitored by park staff to address any wildlife conflict issues and appropriate wildlife viewing, and bear aware signage should be placed at entry gates. We also ask the planning team to outline how the park will address human-wildlife conflict potential.

Realigning road/junction away from wetlands

We strongly support moving the road and the junction away from the Sawmill Ponds wetlands (Alternative B and D). Sawmill Ponds wetlands is one of the most popular stops along the Moose-Wilson corridor due to wildlife viewing opportunities. This area is important wildlife habitat. Relocating the road away from the wetlands will improve wildlife connectivity and security, reduce vegetative impacts of visitor-created parking and still allow visitors viewing opportunities.

Death Canyon and White Grass Road and Ranger Station

We feel it unnecessary and against the goals and nature of this wild corridor to maintain a paved road and/or create a new connector road between Death Canyon and White Grass road as is suggested in Alternatives A, C and D. We would rather see, as suggested in Alternative B, the Death Canyon trailhead relocated to the current end of the pavement and the unpaved portion converted to trail and the conversion of the White Grass Ranger Station to a backcountry cabin. A backcountry cabin would be a more balanced approach at allowing visitor use while keeping in line with the corridor's Desired Conditions for Scenery "to provide visitors with opportunities to view wildlife and be immersed in the intimate natural settings of the corridor which are not diminished by development."

In Conclusion

We appreciate Grand Teton National Park's open and public process in developing a range of alternatives for the Moose-Wilson corridor. Any alternative should preserve the purposes, fundamental resources and values of Grand Teton National Park. This includes conserving the Moose-Wilson corridor's "critical ecological role" (GTNP Scoping Notice) which we believe to be a vital resource to the region. The

Moose-Wilson corridor provides an inherently unique opportunity for visitors to experience what makes Grand Teton and the surrounding Greater Yellowstone Ecosystem one of the truly rare wild places remaining. It should be conserved as such for future generations to appreciate. Thank you for the opportunity to comment. We look forward to continued engagement on this issue.

Sincerely

Erin Edge
Rockies and Plains Representative
Defenders of Wildlife

[REDACTED]

[REDACTED]

Missoula, MT 59802

[REDACTED]

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

Monz, C., D'Antonio, A., Heaslip, K. 2014. Moose-Wilson Corridor Use Levels, Types, Patterns and Impacts in Grand Teton National Park. *Technical Report-Summer/Fall 2013*

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.

Richardson, L., Rosen, T., Gunther, K., Schwartz, C. 2014. The economics of roadside bear viewing. *Journal of Environmental Management*. 140: 102-110

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1724

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
They do not need to be carried forward

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1725

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Topic Question 2:

Save the Grand Teton quiet and protect the park and animals.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1726

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

No new paving of existing road surfaces. Keeps the vehicle speeds down and maintains rural character.

Realignments at identified sensitive areas. Moves the traffic away from the sensitive areas animals tend to utilize thereby limiting conflict.

Topic Question 2:

No separated/dedicated pathway for peds and cycles. Forcing this demographic to share the road is a safety hazard.

Topic Question 3:

Should there be an alternative that removes the road altogether? It's not really ideal for anyone (speaking for human kind), but in the long run may be a nod to the larger picture of how we're loving our parks too much. Upgrades like what are being considered here always tend to take a little more of the scenic and wild character away from the overall park experience and for the flora and fauna that depend on this area for their very survival. Sort of like death by a thousand cuts. I realize it's not a popular opinion by any means but in the long run may be what's best for such a sensitive area. None of us can speak for the Murie's or Lawrence Rockefeller directly, but they've taught us to think bigger than any one special interest group or individual. I for one love riding my bike and would love to see a dedicated pathway through this area for safe travel to enjoy the park. I also love to ski from the Death Canyon parking area. That said, I would be willing to see the road be removed altogether if it meant this part of the ecosystem could recover and thrive more. I realize this would tend to limit the number of people that might access

this area in the future, but it also doesn't mean it's off limits completely either. It's just harder to access. I don't believe the Parks were created to guarantee 100% access to every single person in every square foot of the park's boundaries.

Topic Question 4:
See Q3

Comments: Of the 4 alternatives, I would choose Alt D. But as mentioned, I wonder whether we should be looking at this from a broader perspective...from 30,000 feet...to truly understand the impacts of what are being considered with this corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1727

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe we cannot have our cake and eat it too. Making the M-W corridor more easily accessible by improving the road or adding a bike path will inevitably negatively impact the very elements of the corridor that make it attractive to visitors. There are plenty of areas of the GTNP with easy access to vast multitudes of visitors with minimal effort on their part; it is better to keep this corridor more primitive, which will naturally limit the numbers of visitors. In fact, you should consider closing the corridor to commercial traffic between the airport and the village.

In addition, I agree that changing the location of the road in the northern end of the corridor would reduce the risks to wildlife and humans caused by the congestion that results from people stopping to view the wildlife. I agree with the suggestions from the group calling itself the Friends of Moose-Wilson Corridor, including changes in the northern end of the road, no changes in the southern end, and even considering ways of reducing traffic on the road in general, to allow the continuation of the proliferation of the very wildlife that makes the corridor so important and valuable.

Topic Question 2:

any strategy that increases the human presence will run counter to the most critical values of the corridor, that is, the safety and proliferation of the wildlife, so should not be carried forward. So the easiest answer to this question is : "all strategies EXCEPT rerouting the road on the northern end of the corridor are inconsistent with the purpose and do not address the most important needs of the plan.

Topic Question 3:

Strategies for reducing the number of cars going through the corridor should be considered

Comments: I believe we cannot have our cake and eat it too. Making the M-W corridor more easily accessible by improving the road or adding a bike path will inevitably negatively impact the very elements of the corridor that make it attractive to visitors. There are plenty of areas of the GTNP with easy access to vast multitudes of visitors with minimal effort on their part; it is better to keep this corridor more primitive, which will naturally limit the numbers of visitors. In fact, you should consider closing the corridor to commercial traffic between the airport and the village.

In addition, I agree that changing the location of the road in the northern end of the corridor would reduce the risks to wildlife and humans caused by the congestion that results from people stopping to view the wildlife. I agree with the suggestions from the group calling itself the Friends of Moose-Wilson Corridor, including changes in the northern end of the road, no changes in the southern end, and even considering ways of reducing traffic on the road in general, to allow the continuation of the proliferation of the very wildlife that makes the corridor so important and valuable.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1728**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have been vacationing at the RlazyS Ranch for the past 12 years. The horseback riding in Teton National Park is absolutely awesome and there is no where else in Wyoming I would rather ride horses. But if you actually DO put a bike trail through the park on the Moose-Wilson Rd. it will destroy everything about horseback riding in the park. Accidents WILL happen as horses are 'spooked' by the bike riders and you will certainly ruin the quiet beauty of riding horseback in the Tetons!!!! PLEASE DO NOT ruin this beautiful natural riding venue by putting a bike trail on Moose-Wilson Rd.!!!!

Thank your for your attention to this matter.

Sincerely,
Arlene Hayler

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1729

Author Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The Moose-Wilson road corridor should be maintained as it is. Viewing wildlife is a precious opportunity which is rarely available to most people outside of parks.

Topic Question 2:

Any expansion of human impact should be avoided at all costs - even if visitors have to be limited to a waiting list. Otherwise we will lose that which we wish to protect. As human population expands, wild areas are fewer and fewer. Those remaining should not be degraded.

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a

more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1730

Author Information

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Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The main issue seems to be conflict with wildlife and habitat while allowing access for those who want to enjoy the park.

1. Re-align the road so it does not go near the pods and marshes -which should reduce the impact on wildlife habitat.
2. Enlarge the parking at death canyon trailhead so people don't park illegally.
3. Add a bike path to reduce the number of cars and allow folks to enjoy the park outside of their cars.

Topic Question 2:

Doing nothing.

the Gate idea. - I mean seriously - that is messed up in a public owned park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1731

Author Information

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Reno, NV 89523
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1732

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

Topic Question 1:

On behalf of the Wyoming Office of Tourism, we are pleased to have the opportunity to provide comment on the proposed preliminary alternatives for the Moose-Wilson Corridor. Grand Teton National Park is an incredible asset for resident and non-resident visitors alike. The delicate balance between preservation and accessibility ensures the grandeur of these significant resources for generations to come.

It is 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 multi-use pathway supports and promotes year-round multimodal transportation alternatives, and expands winter recreational opportunities within the corridor. The commitment of a separated multi-use 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 with 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.

Domestic and International visitation to the United States, Wyoming, and to our National Parks continues to grow year over year. The US Department of Commerce forecasts 3.6%-4% average annual

growth in the travel and tourism related sector for the next five years. Alternative D provides a sustainable alternative to manage this growth without deterring or restricting the resident and non-resident visitor experience.

Topic Question 2:

Alternative C proposes the closure of the Moose-Wilson road two days per week for dedicated pedestrian and bicycle access. This proposed alternative will likely cause confusion and dissatisfaction with travelers who are unaware of the closure prior to arrival.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1733

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The Moose Wilson Road has been determined eligible to the National Register. An archeological site is also in the path of the proposed road realignment. For those reasons the Teton County Historic Preservation Board supports all strategies that preserve both of these cultural resources: the creative adaptive management strategies outlined in the newsletter, such as reservation systems, time-of-day and week limits, public transit, queues, a gate at LSR, etc.

Topic Question 2:

The Moose Wilson Road has been determined eligible to the National Register, and the realignment of the road and the addition of a bike path would make the road ineligible to the National Register. An archeological site is also in the path of the proposed road realignment, and that would be disturbed, if not destroyed in the realignment process. While we certainly understand the thinking behind those measures, in the interest of cultural resources, the Teton County Historic Preservation Board does not support the road realignment or the bike path.

Topic Question 3:

We share with the Teton County Commissioners support for creative alternatives to managing traffic, such as public transit and limiting commercial traffic. It is our opinion that these alternatives should be prioritized over the bike path and road realignment.

Topic Question 4:

Please make clear to the public in the next planning document the impacts to cultural resources for each alternative. Cultural History and Resources were listed as a "Goals and Desired Conditions" category, but

it was not made clear which Alternative was preferable from the standpoint of Cultural Resource Management, and which alternatives had adverse effects on cultural resources. No where in the document was it made clear that the road itself is eligible to the National Register, and that realignment and the addition of a bike path, would affect its eligibility.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1734

Author Information

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Correspondence Text

Topic Question 1:

For the sake of wildlife values, through traffic on this sensitive portion of the park should be eliminated. Also, a separate bike path should not be included.

Topic Question 2:

A separate bikepath should not be included in the plan. From my observations of wildlife, people on bicycles are much more disruptive to wildlife than people in automobiles. Just like in Africa, animals become very accustomed to vehicles. But, seeing the human form or shape outside a vehicle is frightening to wildlife. This is not to mention the fact that being on a bicycle and confronting wildlife can be dangerous to the bicycle rider. Bicycle riders already have sufficient access to the park. Also, we don't need or want the additional paved areas that a separate bicycle path would entail.

Topic Question 3:

Closing the road at night should be considered. Wildlife is often active during night time hours and is difficult for drivers to see. Give wildlife a break at night. Let them have the Moose Wilson Corridor to themselves for at least those hours.

Topic Question 4:

Could this road become a special use toll road? Could an extra charge be made to use this portion of the park, with the idea being that traffic would be reduced?

Comments: This area of the park is particularly rich in its wildlife values. Visitors flock to this area to enjoy wildlife. Pass through traffic needs to be eliminated. Adding a separate bicycle path will lessen the

wildlife value of this area of the park. Do not construct a separate bike path.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1735**

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Alternative D should not be adopted. No bicycles pathway should be constructed as it would adversely impact habitat and animals . Paving the unpaved portion should be done; the wetlands expanded and better protected ; better turnouts and parking are needed; better patrolling by law enforcement is needed; one-way traffic options should be strongly considered.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1736

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative C is my choice. I like keeping the current portion unpaved while grading it periodically throughout the year. This choice limits the environmental impact with some improvement. More importantly, 1) by not paving the entire roadway; 2) redirecting it; and/or 3) creating a new bike path will help limit the amount of vehicles and cyclists that would ultimately be attracted to using the Corridor under Alternatives B and D.

If not Alternative C, I support Alternative A.

Topic Question 2:

I am very concerned with the environmental impact of adding a new bike path and extensively redirecting roads. The wildlife is the single most important aspect of the Corridor. We have plenty of bike paths in the area. Alternatives B and D most likely will attract more vehicles and/or cyclists. That should not be the goal. BTW. I am a cyclist.

Topic Question 3:

No.

Topic Question 4:

None.

Comments: I live 4.5 miles from the South entrance to the Moose Wilson Corridor. I strongly support preserving the Corridor for wildlife and disturbing it as little as possible. Although I understand the desire

for more bike paths and connection to the North, more vehicles and cyclists would occur as a result. That ultimate result does not reinforce our commitment to wildlife and the environment as a whole. Thank you for your consideration.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1737

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

All the creative ideas to limit traffic without substantially changing the existing road. I support trying the adaptive management techniques.

Topic Question 2:

I spent four summers as a wrangler at R Lazy S, riding horses five days a week from Poker Flats to the JY area, and I appreciate the density of the of wildlife in that area. I am a pathway user and supporter, but I do not think this is an appropriate area to put pathways.

I am also a historic preservationist, and I do not support the measures that would affect the National Register eligibility of the road, or that would adversely affect the archeological site near the Beaver Ponds.

Topic Question 3:

With the Teton County Commissioners, I think public transit, like at Zion NP and others, should be considered as a way to limit traffic.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1738

Author Information

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Correspondence Text

Topic Question 1:

I believe that Alternative D should be carried forward. The continuation of a link between Teton Village and GTNP is necessary for many reasons. Besides the bonus of convenience, the huge negative factor would be the extra carbon emissions caused by the much longer drive without the connecting road. This goes against environmental concerns. Also, Alternative D will help protect wildlife by shifting the road east around the wetlands and will help mitigate traffic congestion concerns when appropriate. It would be wonderful to have a separated bicycle path both for safety and for integrating the existing pathways inside and outside of the park for the large number of recreating visitors and local people.

Topic Question 2:

Alternatives A, B and C would not achieve all of the needs for the plan. Alt. A does nothing...no help in a situation that calls for change. Alt. B doesn't address bicycle safety and Alt. C would be too confusing with open days and closed days.

Topic Question 3:

Possibly widening the existing road (aside from routing around the wetlands area and still including numerous pullouts) to accommodate safe passage for bicycles would help. But it wouldn't be ideal, especially with the pot-hole situation on the dirt section which forces bicycle riders into the traffic lanes.

Comments: My husband and I appreciate the NP service's efforts to improve the Moose-Wilson corridor situation.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1739

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

Alternative D is clearly the best of the four. It would most closely achieve the goals of protecting the scenery, natural habitats, aquatic resources and sound scape, as well as enhancing visitor experiences.

Topic Question 2:

Paving and/or re-defining the width of the un-paved portions of the road is a bad idea. As it is, the current winding dirt road sends an important message to motorists, especially those coming from the south: this road is not a thoroughfare, it's a way to experience nature.

Closing the road to motorists two days a week is also a bad idea. It just maintains the status quo for five days instead of seven.

Topic Question 4:

The best part of Alternative D is the multiuse pathway. Such a pathway would offer visitors and residents a completely new and wonderful experience on the road. (Perhaps it goes without saying, but I would not favor Alternative D if it did not also include all the good parts of the other Alternatives: the new Moose entrance, the additional turnarounds, the improvements in the Death Canyon/Whitegrass trailhead, etc.) I have been an inholder in the Poker Flats area since 1959 and will gladly exchange the reduced convenience (i.e. the periodic restriction of automobile traffic) for the transformations that Alternative D offers.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1740

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please keep this road a gravel road to preserve the serenity and the rural characteristic of this area.

Topic Question 2:

Clearly there should NOT be a highway with 18 wheelers barreling down it or cars speeding through this area.

Topic Question 3:

Along with encouraging more pedestrian and bicycle traffic, electric trolleys designed with a Western motive could be used for tourist travel.

Topic Question 4:

I have been to Yellowstone Park and have driven past the Grand Tetons. I was visiting friends who lived there. It has been a long time ago now, I do not remember the road we were driving on, but the scenery was amazing!

I certainly would NOT want see it ruined by more traffic, noise, air pollution and light pollution, etc!!!

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable

traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1741

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Correspondence Information

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Date Sent: 09/12/2014 Date Received: 09/12/2014
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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

NO Strategy should be considered in its entirety but portions of each should be combined to create the best possible scenario. That being said, clearly Alternative A is clearly unacceptable as use has escalated with the building of the southern entrance station and the LSR Preserve. Alternative D best suits the character of the corridor, however I have serious issues with the Bike Path as designed, and other aspects. ALTERNATIVES B,C & D: TRAVEL ALERTS to inform visitors of congestion is very important to create a situation of self regulation- AGREE!
ALTERNATIVES B & C: low impact interpretive signage should be utilized in all areas of the corridor- AGREE!
ALTERNATIVE D: no substantial changes to unpaved section of road- AGREE!
ALTERNATIVE D: Winter Grooming on road only- AGREE!

Topic Question 2:

ALTERNATIVE D: A BIKE PATH constructed as wide and paved as GTNP pathway is totally against the character of the area. As use of the road for a transportation link is generally agreed to be discouraged (such use as route to airport) the same should be said for the bike path. This should not be built for use by high speed, road bike enthusiasts chalking up miles as they loop through the valley.
ALTERNATIVE B: new north parking lot at LSR would add more destruction to the area around LSR.
ALTERNATIVE B: Phasing out Commercial and individual horse use around Sawmill Ponds is arbitrary and shows the misunderstand by the Park Service of the historical use of horses and ranches in this area, and previous Park Service goals of providing horse activity areas that do not greatly overlap with hikers.

ALTERNATIVE B: Traffic management thru blocking off thru traffic at LSR would be extremely detrimental. LSR should not be designated as a primary destination by making it accessible from both directions.

ALTERNATIVE C: closing road 2 days a week would create a confusing situation for visitor and would only benefit Bikers.

ALTERNATIVE D: Reservation system- unfortunately the future may require such a drastic step but this would severely restrict the freedom to explore.

Topic Question 3:

BIKE "TRAIL", not a "Path"- If approved, pathway should be constructed as "SINGLE TRACK". As such, any addition of a path should adhere to the objective to "provide meaningful opportunities to experience and enjoy the rustic character and diverse ecosystems". Examples such as Cache Creek and Teton Pass trail systems should be used. The trail would require intermediate biking skills so would help regulate against over use by road bikers. This would be much more environmentally sensitive in reducing number of trees removed, as well as provide an experience to match the backcountry character.

A PAVED PATH can be developed on appropriate, open portions of the road such as Moose path to Sawmill ponds and South entry gate to Granite Canyon trailhead. This would allow families to utilize portions of it.

Any bike trail or path should follow the alignment of the road.

If road is realigned at Beaver Ponds / Hartgraves, and Moose to Sawmill hill, these areas should be left paved for walkers and handicap access only, not torn out! Seasonal closures in the fall when bear frequent the Beaver Ponds area should be managed as it is now.

Environmentally sensitive OPTIONAL open air shuttle buses from Moose and Poker Flats to LSR should be considered to provide easy access for hikers, and a way for road bikers to avoid the dirt sections.

ONE WAY TRAFFIC for the entire distance of the road during PEAK traffic dates and times. July 1- August 31. 9 AM to 2 PM South to North, 2 PM to 6 PM South to North. Other times open both directions.

This S>N then N>S would provide Teton Village Visitors accessibility to the park. Travelers coming from the Park to Town would have to take 191 to town in the AM, but could utilize the road in the evening.

ALTERNATIVE B: creating a horse parking area near the windy point turnout, similar to Poker Flats, would separate horses from car pull outs while still allowing use of the existing trails by horses.

Topic Question 4:

The negative impact that the LSR preserve has had on the corridor needs to be addressed. Built without environmental assessment, it is now time to honestly assess the negative impacts this development has had to the corridor.

Horse use should be encouraged as well suiting the character of the area.

SINGLE TRACK BIKE "TRAIL", not PAVED BIKE "PATH"!!! The rally cry from the Valley bikers to finish connecting the park with the existing paths is to create a gigantic loop ride. Although this sounds awesome on paper, I think many do not understand the sensitive nature of the corridor. Not all areas of the park are appropriate for bike Paths! However, a lower impact bike Trail could allow bikers to enjoy this area without destroying 3000 trees!

I additionally have a big concern with how bikers be stopped from cutting off the path and creating new or utilizing the game trails? NO trail should be built unless bikers can be guaranteed to stay on it!

There seem to be 2-3 rangers at the south entrance however there is only one at the windows. At least one should be outside, assisting with the line by answering questions and describing the rural nature of the

roadway.

I have lived in this corridor for almost 50 years- first at the original location of the R Lazy S Ranch, now just south of the southern boundary of the park. I totally respect the desire and need to preserve and protect this amazing part of the park. Those of us who live on and nearby have learned to live with the growth during the past 5-10 years. I hope you will take the comments you receive seriously, and come to honest, ethical decisions!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1742

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Pave the unpaved section of the MooseWilson Road. This would permit bicycles to use the road, would save on maintenance. It is so narrow that paving should not increase speed. Otherwise do nothing. It works OK and only issue is failure by Park to adequately handle crowds when bears etc are present. Realignment of road so entrance to rest of park without need to go through another entrance would be a plus in times of heavy use

Topic Question 2:

60 person parking on Death canyon road is grossly excessive and would not be helpful to hikers. The commercialization of White Grass is bad now and this would increase that. Rockefeller Preserv limits parking to control crowd and that is good solution.
Alt B closing road is poor solution and would cause massive inconvenience
No separate bike path: too much disruption to build. Why not send bikers to dike?

Topic Question 4:

Rather than spend money on bike path on MW Road, extend bike path from Jenny Lake to Jackson Lake

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1743**

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Correspondence Text

Topic Question 1:
Protect the wildlife corridors.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1744

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:

I think the plan to include a bike path on the Moose-Wilson Corridor would have mostly negative effects. The destruction of habitat and the high cost of the project is not worth the very small percentage of park users who bike. Additionally I am disheartened to see the plan to close areas of GTNP to commercial horseback riding. Riding is a low impact and effective way for visitors to see the park. Dude ranching and riding was and IS an important part of GTNP history. Families dating back to the early 1900's first saw this land by traveling to ranches and riding horses. I ask the question - "Why do you allow multiple commercial wildlife tours in vans and trucks and yet you want to close areas to commercial horseback riding?" In my view a vehicle poses more of threat to wildlife than a horse.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1745

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

Keep the Moose Wilson Road open, both ways for car travel. Realign the Beaver Pond area if necessary. No Bike Path on Moose Wilson Road. Pave the unpaved portion of the road from Granite Canyon to old JY entrance. White Grass Ranch commercial traffic (employee housing, guest cottages, staff and utility vehicles) should use the Road at unpeak hours only. No 60 car parking area at White Grass.

Topic Question 2:

No 60 car parking area at White Grass. White Grass Ranch has been commercialized by the Park and the spaces look like they are Park idea to accommodating their own issues. Parking there is too far from the Death Canyon Trailhead to be of much help to hikers.

Topic Question 3:

Put Bike Path on the Dikes if anywhere. Dikes are open areas, flat and vehicle free. No Bike Path on Moose Wilson Road/ Put it in the Park from Jenny Lake to Jackson Lake.

Topic Question 4:

How many trees come down if road realignment goes forward ? That should be a public discussion before the plan is decided. White Grass Ranch associated business traffic should be limited to unpeak travel times. That contributes to the increased traffic on the road. Spend the money to improve the Death Canyon Road. It's outrageous the paving just went as far as the Park's commercial White Grass Ranch community.!

Comments: The Park has spent too much money on a series of things: new entrance at Poker Flats

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

requiring reentering the Park twice. Paving only part of Moose Wilson Road, requiring multiple gradings every year. Closing the road to wildlife viewing re: realigning the road/. Paying Park Rangers to oversee Rockefeller Parking area instead of overseeing wildlife viewing and leaving the road open for wildlife viewing, safely. Building and Maintaning huge maintenance vehicle roads behind the LR Preserve. Enlarging the Moose Community Park housing, enlarging and Murie Center Park housing. The Park should STOP taking over historic sites for their own growth and use problems and if necessary, use the existing Park housing like Climbing RAnch cabin areas and others like it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1746

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1747

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Correspondence Information

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Date Sent: 09/12/2014 Date Received: 09/12/2014
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Correspondence Text

Topic Question 1:

The multiuse pathway for hiking and biking and relocation of the existing roadway utilizing existing entrance stations.

The multiuse pathway encourages Park visitors to get out of their vehicles and enjoy the natural beauty without being directly involved in road traffic. I would prefer to see this pathway on the existing road and the road moved east toward the Snake River but Alternative D would suffice with a very short stretch of hiking/biking in solitude without traffic.

The movement of the road towards the Snake in Alternatives B & D is great to move vehicles a little farther from the wildlife corridors however Alternative B with a single entrance at Moose could prove move cost effective to keep open and manned than running two separate entrances there. I am concerned as we have seen the visitor center close due to staffing that the same may happen at the North Entrance for the Moose-Wilson Road where it would either have to be closed or left open without the control that is being sought.

The tie in of White Grass Rd. to Death Canyon Trailhead is an improvement too. Hopefully this will improve the roadway up to the trailhead as it can get rugged, especially by the end of summer.

Topic Question 2:

I am not sure about the reservation system. Given the use of the road and the frequency that people can stop to admire the animals and sights it seems that managing the amount of vehicles could become overwhelming. This would be easier to manage in Alternative D's proposal of a separate entrance but I

fear the added cost of manning it will make it only feasible in the peak summer months.

Topic Question 3:

I would like to see the roadway moved towards the Snake River and then use the existing roadway as the multiuse pathway. My thought is that the new roadway could be constructed as such that there are better pull-outs for wildlife viewing, more thought to wildlife corridors and completely paved.

The multiuse pathway could then use existing road surface for its construction. Sections could be rehabbed to make it narrower in places or more easily diverted around sensitive wetland areas. There would be some more road crossings for the Preserve and Death Canyon but hiking/biking/skiing with the roadway below would be more tranquil and in line with getting people back to nature.

Topic Question 4:

This goes beyond the scope of what is listed in the alternatives, but a pathway from the visitor center out to the Preserve could be a great way to get people out of their cars to see this beautiful part of Grand Teton National Park. Perhaps a loop that goes out the Snake River and then back on multiuse pathway by Moose-Wilson Road.

Comments: Thank you for your time and effort on this project, it is greatly appreciated.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1748

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative B- addresses the need for moving the road to preserve the wetlands and better serve wildlife. Restoring the bulk of death Canyon Road would also be beneficial to wildlife and add a more remote character to this use area. Of the 3 alternatives proposing change seems to be of the least cost. This plan addresses speed limits! The reduction of congestion at peak times (mainly early August) would be achieved.

Topic Question 2:

Alternative D, though sounding very attractive to visitors, doesn't mesh well with Technical report data that shows that bike use is not sufficient to build a dedicated bike path. Alternative C maintains the route through the wetlands not addressing habitat and wildlife concerns appropriately. The Death Canyon improvements do not add to the "specialness" of this area.

Topic Question 3:

I do not see the harm in grooming the winter section of the road in Alternative B. The Tech report showed that winter use is negligible compared to the non-snow season. I would just like to add that if on-going studies show deleterious effects on wildlife in winter by those recreationists that access the high reaches of the tetons from the Corridor are proven out; than the Park should shut down such access; as it does in locations thruout the park during summer and shoulder seasons.

Topic Question 4:

Please keep the transparency of this process going. What a joy it is to be involved with the NPS and have

our collective thoughts valued about our beloved Tetons and all that dwell within. Additionally, as the process continues toward implementation, I would like to point out that a dedicated brochure from the park should be developed regarding the "New" Corridor and circulated throughout Jackson Hole.

Comments: For demographic purposes, our family of 4 splits time between Jackson and Illinois at a rate of about 1 day per week thruout the year. We rarely miss being in Jackson (and the park) at least a portion of any month during the year.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1749

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
All the alternatives should be carried forward to achieve the goal of this process.

Topic Question 2:
N.A.

Topic Question 3:
No.

Topic Question 4:
Give the public the opportunity to comment on the final alternatives.

Comments: I have been driving this section of the Moose-Wilson road since 1981. That is 33 years! There has been a significant increase in the use of this road both in vehicles and number of bicycles over that period of time. I have personally witnessed many near collisions between cars and bicycle riders. Alternative D is by far the best alternative for obtaining the goals of GTNP and safety for the general public.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1750

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you for your consideration of my comments.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1751

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think with all the development that's happened or going to happen around Yellowstone there has to be a way for the wildlife to move in and out and be safe. Animals know no borders and if they could have some way to the Tetons or Glacier park or others near it on our public land which does not belong to the cattle and sheep herders. So please keep these corridors open for them to travel freely. Thanks.

Topic Question 2:

I know all the killings of wolves and bison if they leave the park is no way to recover these species. There are non lethal ways to avoid livestock predation. First off these free grazers know their animals are in wild country and animals do what they have to to survive. So you have keep your animals safe through the night or pen them up. And the day for the bison to roam out of Yellowstone and back on to the Great Plains is way overdue to happen. There has to be other strongholds not just when they all get sick or something you rush a couple out for breeding. No have other places where they thrive.

Comments: Just please leave corridors for wildlife to roam to other parks or wildlife refuges. There is no way for these free animals to be contain in these parks and have nowhere to go in and around Yellowstone, the grand tetons, Glacier etc.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1752**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe alternative plan C would best suit Moose-Wilson road. It seems that it would have the least impact/cost on the existing roadway but still accommodate everyone's favorite activities along the scenic stretch.

Topic Question 2:

I don't believe changing the roadway to another section would enhance wildlife viewing at all and would strongly disagree with the various objectives of the other options.

Comments: I strongly urge you to choose alternative C, thanks for listening!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1753**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I believe Alternative D most completely addresses the goals and desired conditions. It takes into account protection of the scenery and wildlife viewing opportunities; protection of the natural communities; preservation and restoration of the natural soundscapes and acoustic resources; and provision of meaningful opportunities to enjoy the rustic character and diverse ecosystems. Realigning parts of the road, establishing a reservation system, constructing a multi-use pathway, and limiting commercial activity will all contribute to protecting the ecosystem and enhancing the visitor experience.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1754

Author Information

Keep Private: No
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Novato, CA 94945
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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

What about creating some kind of resident bypass. Residents don't have to pay to access this road. It's a throughroad with a an exit here and there. For all others INCLUDING NPS pass holders- -there would be a fee.

I believe locals would be in a better place to say where it would start and stop- -like say downtown Jackson to Moose. You still have speed limits and all but you don't have tourists doing 5 mph or bear jams (unless Mr. Bear is sleeping in the middle of the road!).

You might go all fancy and see if you can put an access road in UNDERGROUND. How to get air I and out would be left to an engineer as well as carbon monoxide from cars and trucks. See if you can't have some kind of animal proof gate so it's just vehicles. But you still might have speed limits.

I know my suggestions are NOT technically written. And some ideas may be way off. If it gives you an dea for something that might work then I'm happy.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1755

Author Information

Keep Private: No
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Correspondence Information

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

Correspondence Text

Topic Question 2:

I do not support an additional lane of pavement for bicycles or realignment of the road. If the road is managed as "one way" for cars, bicycles can travel safely in either direction on the existing road. Reducing congestion and traffic should preclude commercial use.

Topic Question 3:

I do not see a strategy which includes the option of one-way traffic only, similar to the Jenny Lake Loop Road. A narrow lane reserved for bicycle use in either direction with additional turnouts would address the congestion while preserving a unique road in the Park. Your proposed ideas in most alternatives include managing of traffic with hourly limits, queuing areas, traveler alerts, and limited days. This seems unnecessarily complicated. It would be difficult to remember and difficult to manage.

Topic Question 4:

This is an opportunity to preserve a quiet corridor of the Park. Adding additional pavement to accommodate more traffic and commercial use will compromise this lovely area. I would urge you to keep it simple.

Comments: Thank you for the opportunity to comment.
Zaidee Fuller

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1756

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The most important strategy should be to preserve and protect the scenery and wildlife therein from further development and human interactions. Development should be confined to towns outside the park, not inside the park itself, or along the scenic roadway shared by federal agencies.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 2:

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road.

Topic Question 3:

I work in another national park site, an area that is reached by paved road but that circles to other areas of the park over a graded dirt road. It is my fervent hope that this graded dirt road is never paved or dramatically improved, as it will destroy the unique character of the area. The paved road through the park is used as a shortcut between freeways, and visitors are frequently stopped by rangers traveling over 85 miles per hour. The litter and dead wildlife along that travel corridor shouldn't define the park, but it does.

Topic Question 4:

It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1757

Author Information

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Correspondence Information

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Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I like Alternative D the best with a few changes. The separate pathway is a necessity for safety. Realigning north section helpful.

Topic Question 2:

Doing nothing
2 entrances within Corridor or a mid stop

Topic Question 3:

Use the preexisting road to the south and east of LSR to go to LSR from Granite Canyon. It would move the bike/multi-use pathway off road creating a new scenic route away from cars.

Topic Question 4:

I'm not sure which of the solutions for Death Canyon would be best. It does get crowded, the road is poor, turning around is hard but I love the hike the way it is. Winter access would be nice. Alternative A-not a solution, a stand still that will create more problems eventually. From Alternative B-I like 1 entrance station on the south end. 2 on the Moose-Village Road seems redundant for park visitation to Grand Teton. A Mid-way gate is cumbersome to manage and congesting.

The realigned road to the north is beneficial for traffic by ponds.
Alternative C-I support adaptive management rather than closure of the corridor. 2 gates not necessary.
Travelers alerts and alternating usage hard for visitors.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1758

Author Information

Keep Private: No
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Organization: Nature
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Discourage use of the road by wandering "leaf/wildlife peepers" by leaving the section currently unpaved alone. The Moose-Wilson road should be sought out, not casually stumbled upon, just like any specific treasure of the park. Mni-buses from the Village to Moose/Dornans, privately funded and able to charge a fee, would also discourage increasing traffic.

Topic Question 2:

Barring through access with a gate in the middle would simply double the traffic, as every car would then have to make a round trip, albeit half the whole.

Topic Question 3:

Leaving it as is now.

Topic Question 4:

I am marginally in favor of a separate bike path, a few feet off the road. I am afraid such a bike path might simply encourage serious distance bikers to go all out, from the Village into the Park, endangering casual bikers and unwary wildlife not used to a pedaled vehicle going 20 or 30 miles an hour.

Comments: Would moving the short section of the present road east to avoid the piece of wetland it (reportedly) runs through really save any flora or fauna, especially when weighed against what would no doubt be months of heavy equipment and workers trampling around that area?? That piece of geography adjusted years ago to the presence of the road- -that damage has been done and probably long compensated for by nature.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1759

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think that alternative D best serves the visitor experience, while mitigating human/wildlife conflicts. I like the idea of relocating the road out of the wetlands. I also think that the southern portion of the road should be paved, without any realignment. Perhaps some more established pullouts would help with the congestion. At the north end of the corridor, I think it would make more sense to have one entrance station, rather than two. Perhaps it could be expanded into more lanes, and the junction between the Inner Park Loop Road and the Moose-Wilson road could be located just north of the current entrance station.

Topic Question 2:

Only alternative D addresses the need for a pedestrian/bike pathway. I think that such a pathway is needed for the safe enjoyment of the Moose-Wilson corridor from outside a car. I also think that the hike/horse trails should be signed and hiker friendly water crossings should be built and maintained on the existing trails to encourage multi-use.

Topic Question 3:

The aforementioned trail development strategy would help encourage hiking in a currently underutilized portion of the park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1760

Author Information

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Correspondence Information

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Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary permanent road closures of all or part of the road could allow for safe pedestrian and bicycle use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be voided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1761

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please keep the beautiful Moose-Wilson Road open for cycling. I enjoy cycling on this route greatly and it would be a shame if it were closed.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1762

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1763

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1764

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

It is critical that the park service maintain the low-speed, winding, gravel Moose Wilson Road Corridor to preserve the historic character, solitude, scenic and wildlife values of this special area.

Comments: Dear Superintendent Vela,

I want to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a strong supporter of the national park system, and a past visitor of this road, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1765

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

1. Somehow incorporate a bike pathway 2. Keep trails as is 3. Make speed limit lower-All for the reason of safety.

Topic Question 2:

1. Do NOT open Cheney roadway for bikes 2. Do NOT change Moose-Wilson to one way 3. Re-open some of the now closed trails, especially the trail across flat by Nature Center - Roadway needs improvement; however, NOT to the detriment of being able to enjoy the area safely - put bike path to one side of roadway itself, don't cut across wildlife area

Topic Question 3:

One side for bike pathway along roadway - lower speed for sure - no parking full length of road

Topic Question 4:

I am a regular recreational rider of the Poker Flats - Granite - Nature Center area. This area is needed for the rider & hiker. Speed - paving the road - putting bicycles inland are negatives - Trailer parking at Poker Flats should be made user friendly - now you block each other.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1766

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/12/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I think an environmental impact study is important before anything else is done.

Topic Question 2:
Paved roads and increased traffic is not helpful to any park.

Topic Question 3:
Seasonal closings and reduced traffic to heavier vehicles.

Topic Question 4:
We need to preserve the natural settings of our parks...commercialization just ruins them and more paved roads with increased traffic just increases the number of road kills which are so distressing to families.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park

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

destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Peggy Seo Oba, RDH, MPA, MBA

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1767

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

September 12, 2014

Grand Teton National Park
Attn: Moose-Wilson Planning Team
P.O. Drawer 170
Moose, WY 83012-0170

Dear Planning Team:

Thank you for the opportunity to comment on the preliminary alternatives for the Moose-Wilson Road Corridor. Our thoughts are sourced from over a decade of regular travel through this corridor, as both commuters and recreationists. As residents of Teton Village for many years, with jobs in GTNP, we have both traveled the corridor at all hours on all days - -- during its open season by car and by bike, and during the closure period by foot and by ski. Thus, we issue our comments from a place of intimate experience with the corridor and a great love for this unique stretch of road and habitat.

After reviewing the four alternatives, there is no singular alternative that we feel captures the best long-term management program for the very special Moose-Wilson Corridor.

We do believe that the following are strategies should be carried forward, as a new plan is crafted:

Traffic Management along Road:

• Realignment of the northern section of the road.

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

Death Canyon:

• Relocate TH to a site near White Grass.

Winter Use:

• Allow vehicular travel to the Death Canyon access point.

• Groom the unpaved section for Nordic skiing and snow bicycles.

Physical Characteristics:

• Pave the unpaved section. While we acknowledge that this short section has probably served to slow traffic slightly, we believe that the public and the habitat will be better served by paving this section, which will help mitigate the significant dust along that section as well as the knee-deep potholes that often develop.

Commercial Activity:

• Taxis should be prohibited on the Moose-Wilson.

• Learning-focused commercial services should be permitted, but in LIMITED numbers.

• Bus and shuttle services should become a PRIORITY for moving people along the corridor.

We believe that the following strategies should be eliminated from consideration moving forward:

• A reservation system (we do not see how this will serve the public or GTNP well).

• A multi-use pathway between Moose and Granite Canyon.

Additional Comments:

• Snow bicycles should be allowed on the road during the winter season.

• While we are opposed to an additional swath of new pavement to provide a segregated pathway for bicycles and other recreational activities, we would encourage the Park to exercise more visionary and long-term explorations into the viability of utilizing the existing road on the dike that runs on the west side of the Snake River as a potential pathway.

• We also urge Grand Teton National Park to take the long-view by not just encouraging, but mandating, shuttle service and mass-transit style options on this corridor. As GTNP officials know, there are wonderful models for this mode of access in a number of other National Parks, including Yosemite, Zion and Denali.

• We would also like to see GTNP reconsider a one-way option for the corridor. We recommend south to north for the flow of traffic in a one-way system.

Sincerely,

Amy Brennan McCarthy and Forrest G. McCarthy

██████████
Jackson, WY 83002

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1768

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

I think the best alternative is to establish the moose wilson rd as one way from both directions to the Rockefeller visitor center. This would insure that the traffic on the road is for the purpose of enjoying the park, rather than using the road as a thoroughfare The one way restrictions would be limited to car traffic, allowing bicycles to travel the entire road in both directions.

Topic Question 2:

I think limiting days of use for cars is much too complicated and difficult to enforce and would confuse and inconvenience both tourists and locals.

The plan to do nothing solves none of the existing problems

I am very against paving the whole road and particularly establishing a bike path. This seems to work against the goal of maintaining this section of the park in its natural state. It would increase traffic considerably. There are huge sections of bike path in the park and in the county. The moose wilson road doesn't need any more pavement. Also, given the bear population, this isn't a wise place to be on a bike anyway.

Topic Question 3:

I would hope that the sections of the road which are now unpaved remain so. I am not knowledgeable about the re routing of the north section of the road, but if the purpose of this is to preserve wildlife habitat, I am in favor.

Topic Question 4:

(See below)

Comments: I sincerely hope the park is not overly influenced by the monetary power behind those wanting the bike path. They have continued to misrepresent the cost of construction and maintenance of the pathways. The fuel saved by those who use bikes is minimal compared to the fuel and energy cost of construction and maintenance. I feel a bike path would have a huge negative effect on the wildlife and natural state of the moose wilson corridor. Though they are a very well organized and vocal group, I do not feel they represent the best long term interests of the park or the majority of those who enjoy it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1769

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1770

Author Information

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
See last comment box

Topic Question 2:
See last comment box

Topic Question 3:
See last comment box

Topic Question 4:
See last comment box

Comments: Please DO NOT BUILD A PATHWAY along the Moose-Wilson Rd. There is too much traffic (cars, hikers, sightseers, bikers etc) on that sensitive habitat road. I also oppose ANY construction along that corridor to realign the road.

I oppose the START bus using that road, as well.

ALL these things will impact wildlife and further use of the road.

I support reducing the number of people who use the Moose-Wilson corridor, but the options proposed by the NPS and the Teton County Commissioners DO NOT ADDRESS MY CONCERNS.

My alternative would be to reduce the use of that corridor by closing the road to vehicles, NOT building a pathway and doing NO construction there.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1771

Author Information

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Correspondence Information

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Correspondence Text

Moose-Wilson Rd

Problems with M-W Rd

- 1) Major wildlife corridor including both Grizzly bear and Black Bear
- 2) Poor sight distances endangering wildlife, bikers, pedestrians and other vehicles
- 3) Speeders, especially on S-curves
- 4) Northbound traffic experiences direct sunlight making it very difficult to see ahead in the morning even after using the visor
- 5) Congested parking or stopping of vehicles wishing to observe or photograph wildlife
- 6) Number five includes the many Tour cos. that do the same
- 7) Poor drainage due to hillsides with no gutter and/or high water at close proximity and/or inadequate fill under road and/or warm spring hydraulics perculating in some fashion under this road way...all leading to frost heaving of asphalt pavement.
- 8) One lane bridge
- 9) Unpaved section continuously needing maintenance
- 10) Open only seasonally

Main reasons for Rehab or New Construction

- 1) Recreational corridor for National Park wildlife viewing by vehicle to get from point A to point B and point B to point A
- 2) Recreational corridor for bikers, skiiers and pedestrian

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- 3) Commercial related for businesses or park employees to get from point A to point B and from point B to point A
- 4) Vehicular travel for other reasons...primarily from point A to the airport and from the airport to point A

The Plan:

When first deciding to manufacture a new plan for this road, there are a few points to make.

You plan this road for the future, 20, 30 or maybe even 50 years ahead. Do not listen to people who do not wish to plan with this in mind.

You plan this road based on current LOS, projected LOS, recorded accidents and violations, danger areas if noted, current population, projected population, weighted primary and secondary usage, and energy consumption.

Once again, please do not listen to those that only focus on the now. Their intent is somewhat bias in wishing for what serves them now. Some will not care what happens in twenty years from now because they will not be here twenty years from now. You will hear those exact words throughout this process. Keep focused on what is best twenty years plus down the line.

What I Would Do:

Move a section of this road to its new location. I would start at Death Canyon and follow the old road near the "Three Betty's House" staying east of Sawmill Ponds and come out at the big overlook parking lot, then realligning somehow with the inside road.

Postion the road to avoid direct sunlight as best as possible.

I can not suggest moving the road's location south of Death Canyon, because I would not want to destroy forest, intrude on owned properties or deal with the water in that forest.

I would pave and widen the unpaved section.

I would provide parking areas.

I would entertain a bike path adjacent to the road from Teton Village to Moose.

I would plan for all-year vehicular use depending on the factors above as they become reason for this to occur.

Just remember, as LOS and population increase, so does energy use. And it takes longer to go from the village thru town and then to the airport. Engineers understand energy use over time, others may not.

I would make this existing section a nature walk. Maybe Park managed, maybe not. But I would remove the asphalt and designate it as a nature walk. Sign it. You might wish to be creative here but I won't interject unless I am appointed to the creative committee.

Make the One Lane Bridge a two lane bridge.

Move the Gate so everyone would have to have a park pass when entering M-W Rd.

Why Do This:

1) There is the old road blue print and it is relatively flat with proper sight distances (less winding). You also avoid water in the form of springs, ponds, beaver resevoirs, runoff and underground drainage from hillsides. You have far less of an Environmental impact (there is trout in them there waters) if you were to move, widen, add a bike path, add gutters, add parking areas, etc to the existing road. There is no room to avoid water.

2) If you used the existing road at this location, you would still need to excavate the existing road AND much of the fill underneath that road, and bring in all new. So why not start anew in more conducive location.

3) You wouldn't correct a thing if you used the existing road and placed a bike path adjacent to that road. You would still have your seasonal bear populations. Vehicles would still stop, slow, park. People would still leave those vehicles. Authority would still be needed to manage that congestion. The danger of wildlife/human interaction would still be present. Bikers would still be in danger. You have the road closed to bikers now and not pedestrians due to the presence of a grizzly bear...so why run a bike path thru this existing corridor where you fear biker/wildlife conflict already.

The newer location would not only offer proper sight distances for driving, but for bikers being able to see bears/moose from a distance and take proper cautionary measures.

4) NO ENVIRONMENTAL IMPACT about water. OR very little. I want to emphasize that.

5) You can now provide parking areas overlooking the area below this section of road. Elk and bear and birds and other wildlife can be viewed at safe distances.

I would do these things because future LOS, future popualtion of residents (year-round and seasonal), future estimates of visitors.....ALLLLLLL lead to a major headache if you leave that section of the road where it is.

The ONLY reason to leave that section of the road where it is, would be to satisfy those that want the best probability to see a bear in a seasonal situation, up close and personal. And that is not a good reason.

All other reasons dominate why this section of the road and a new bike path should be constructed.

The other point is whether or not to operate this road on alternating days and/or directions.
NO.

This only confuses the public, and will anger much of the public. It comes down to serving the population adequately, fairly, safely and utilizing the most efficient energy saving ideas possible.

And planning well into the future.

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

You can start by keeping the road closed to traffic during the winter as you have done before, but some day this road will need to be open all year round. I would just do that immediately for reasons previously mentioned. You just need to maintain it during the winter. Do u have the monies to do this? I don't know.

Also, if can be done at all...I would straighten and increase sight distances in the unpaved section as well. Where ever this can be done efficiently and with practicality.

You probably have all these ideas on paper.....so I appologize for any redundancy. I just took this off the top of my head while briefly reading your alternatives and knowing what occurs on that road oh so very well.

It all depends on WHY you wish to change this road or just rehab it. It all depends on future estimates and the prioritized ideals of those who make the decisions.

I'm done.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1772

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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1773

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Correspondence Information

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Correspondence Text

Topic Question 1:

Alternative D seems to address the natural biological concerns while enhancing the recreationist experience. Users are using the restroom without a facility in the winter at Granite. The alternative still allows a diverse use.

I like the idea of a separate bike path within 50 feet of the road to keep both motorized and non motorized uses allowed rather than separate days. This works elsewhere and is more logical.

Topic Question 2:

I think you need to plan now for snow bikes. Where are they specifically allowed to be. We need to designate places for this relatively new use.

I am concerned about the hourly uses. How would that be managed? The document doesn't have enough detail to allow you to visualize how that work (same for the one way traffic in Alternative B).

Horses are a part of Wyoming's history. I think alittle more emphasis on an equine trailhead would be a good thing. The folks I pass when on horse back, love seeing us out there.

The prelim alternatives talk about signs but what is the sign plan? The NPS can cause visual pollution with all the restrictive signs so how will we manage the need to inform the public without polluting the scenary? Can we rely more on the stations to provide that rather than actual signs?

I think closing the road two days a week for non motorized use can be an issue. Why not have non

motorized use from 6 pm until 8 am or something like that? Bike riders can get an early start before the parade of cars. Maybe the days can work like the Smokey Mtn but for those who only have one day to see that portion of the park but can't ride or hike....not sure how I feel about that although personally I would love it as a biker, hiker.

Topic Question 3:

Dogs were not addresses or dog sledding. Like winter time near Signal Mountain, will dogs be allowed on lease on the main road or not? It would be nice to have some areas dogs could go with their skiiers but more importantly need to be clear on that. Will dog sledders be allowed as a commercial use? Snow bikes? what will they beable to do or not.

Speed limits on the bikes...the road bikers go fast and blow by the recreational bikers. Road bikers should be required to slow down or get on the road with the cars.

Topic Question 4:

Thank you for the opportunity.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1774

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Establish traffic management techniques
For winter use, maintain the current traditional non-motorized access

Topic Question 2:

Reservation system/vehicles per hour system, and/or closing the road to vehicles two days/week.
A multiuse pathway parallel to Moose-Wilson Road along any segment
Allowing winter grooming
Increasing disturbance.
Fragmentation of habitat.
Removal of large numbers of trees and vegetation

Topic Question 4:

I would like the corridor to remain as wild as possible with out any additional disturbances. I definitely do not want a separate bike path, Bikes should be accommodated beside the motor vehicle road. The Moose Wilson corridor is a special road and I would like to maintain the quality of the scenic experience while traveling on it.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1775

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Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Tanya Arguello

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1776

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Correspondence Text

Topic Question 2:

I do not think we need a bike path on this road. I enjoy all the bike paths in Teton County now, particularly from Jackson to Moose. My favorite bike trip is the Jackson-Moose-Wilson loop. I do just fine on the Moose-Wilson road currently on my thin-tire bike. You just have to slow down and watch for the potholes. I think it very selfish for Pathways to advocate for cutting thousands of trees and paving 35 acres of asphalt.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1777

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:
Option D is the best that will meet the communities needs and protect wildlife.

Topic Question 2:
Not addressing the historical use of the Moose/ Wilson road, and by ignoring the obvious recreational uses such as biking and trail head access.

Topic Question 3:
Option D is the best solution. Please include this in your planning efforts.

Topic Question 4:
I've lived in this valley for over 35 years. For many of those years I have been a active climber, mountaineer and hiker in the Teton Range. Trail access from the Moose Wilson road has been a major component and one of the reasons the Tetons are so unique. It's been about access! reasonable access. In addition biking riding on the Moose Wilson road is also a historic use that needs to be encouraged and made more reasonable and safe.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1778

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We are frequent visitors to the Grand Teton area. Like most visitors, we value the quiet, calm mountainous area with abundant wildlife. Please keep the roads as winding, slow travel areas and do not allow too much development.

We are concerned about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 2:

We think if you allow road development, you will adversely affect the wildlife and wilderness areas in the parks.

Topic Question 3:

If you work with the city of Jackson Hole and create more affordable housing for workers there, you will not have as many people commuting to work from their campsites in Grand Teton.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of

alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments: Dear Superintendent Vela,

Please be careful and do not allow too much development to occur in Grand Teton and the surrounding areas.

Grand Teton is certainly Important to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you for your time.

Sincerely,

Barbara Woods

Steven Marcus

Marlena and Rebecca Marcus

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1779**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
None Leave the road alone. Don't let commercial vehicles through.

Topic Question 2:
all of the plans

Topic Question 3:
Close road to all commercial vehicles

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1780**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
I think the national parks were created to preserve wildlife. Anything that endangers that aim ... cars, drilling, logging, etc. ... should be banned.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1781

Author Information

Keep Private: No
Name: Susan Crosser
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think the limiting of vehicles through timed sequencing is a good idea. It is not and should not be a commuter road. If realignment would benefit the WILDLIFE, then I'm for it, but I would like to see as little disturbance as possible.

Topic Question 2:

Even though I'm a cyclist, I don't believe there is enough demand to justify a complete road closure two days a week. Maybe create hours within the day with reduced vehicle volume per Q1 above and post well in advance (time and farther from the entrances to the road have message boards with wait times). I am NOT in favor of any changes that worsen circumstances for the wildlife. We are the VISITORS to their HOMES.

Topic Question 3:

I liked the thought of one way from Granite Canyon trail head to LSR. It is NOT a commuter road, no matter what the town and chamber say. Don't be bullied by them. The road should be for visitation, with allowances all in favor of the WILDLIFE.

Topic Question 4:

Do whatever you can to make people go slow. Pave the whole road, make it 15 -25 mph from end to end and one way from GC to LSR.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1782

Author Information

Keep Private: No
Name: John W. N/A
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1783**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The most important is to protect the wild life
To this end, I would like to see the M-W road moved to the east of the moose ponds. I would like a path for pedestrians, and the width of the road to remain the same. I am favoring more and more the idea of cars from the South, having access only to the LRP. Cars from the North could access the road only to the LrR and then return North.I

Topic Question 2:
I would not like to see the road widened. I don't think that closing the road for pedestrian use only 2 days a week and cars the rest of the time, will handle the problem.Do
,

Topic Question 4:
Do not widen the road or make it easier to drive.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1784

Author Information

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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
see below

Topic Question 2:
see below

Topic Question 3:
see below

Topic Question 4:
see below

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1785

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Reducing overuse, preventing human-dagerous animal conflicts, maintaining access, keeping financial expenditures within reasonable limits and maintaining the current character of the road and adjoining areas.

Topic Question 2:

massive expenditures on bike path and new road construction vs limited improvements. Restricting access to all (thereby excluding groups such as elderly or disabled from using the road while enhancing the experience for a small select few,i.e. bicyclists. Degradation of the natural elements by increased construction and increased mechanized or commercial use, ultimately leading to more overuse and a need for further "improvements".

Topic Question 3:

Moving the lose entrance station east to a point near the Snake River Bridge, but still far enough back from the hi way that it would not impede access to the Dornan's compound or impede hi way traffic. Requiring park access would reduce "commuter" use to Teton Village and hi way 22, and make the M_W road more of a "park" venue and would be a reasonable alternative to rerouting the road. Consider shuttle access to the LRP from Moose instead of the limited parking, as this center is one of thee major contributory factors to increased use. Allow permit only commercial traffic. During peak months (July and August) terminate traffic at the LRP in both directions, which would still allow access to all points, but prevent through traffic during these periods. Also maintaining access to popular and historic uses such as hiking , horse back use, etc. should be a primary consideration and not be curtailed or sacrificed to commercial or mechanized use.

Topic Question 4:

The proposals to restrict access during varied hours, days, etc. is too complicated and restrictive and would be ungainly to manage and disruptive, inconvenient and confusing to park visitors. In reality it would not only limit road use but in effect close the entire southern end of the park at peak times. While changing access points and parking is a good idea in some ways you might consider that doing so may very well lead to further congestion and new problems. Certainly some of the less disruptive, more necessary, and less expensive ideas such as road repair, parking, or those mentioned above might be implemented, to help the situation. Some of the more elaborate and grandiose should be reconsidered.

Comments: In summary, after studying and considering the stated goals and the 4 alternative plans, there are several parts of each plan that are consistent with these goals but some that are inconsistent and even contradictory to them. Unquestionably there are problems here that need to be addressed, but these proposals, as they now stand do not present a reasonable or satisfactory resolution. The M-W road is important not only as a "recreational" route, but also as the only vehicular alternative south from Moose should the main hiway be disrupted and for that reason the possibility of thru access should be maintained. The proposals to reduce access to the vast majority of users while allowing it to one specific group is bothersome and unfair. This would severely impact the chance for those such as the elderly, physically limited individuals or the disabled to enjoy the natural attributes you tout while giving preferential treatment to a small special interest group. I assume this was simply matter of oversight, not a deliberate attempt at exclusion, but it is disturbing and completely unacceptable.

While I realize that the "bike path" proponents are a very vocal and aggressive faction, in reality they are a very small segment of the overall population. I am bothered by the idea of giving them priority to access when denying it to the general public. While I like the idea of pathways/bike paths I, the park has already provided an extensive system to this activity, and I seriously question adding one to the M-W corridor. It would not only be inconsistent with preserving the area and result in more expense and problems. Also, as the # of "dangerous animals" is increasing, the potential for conflicts would be enhanced.

With regard to financial considerations, at a time when the park claims to be strapped for funds, and has curtailed services as basic as maintaining visitor center access among others, and has to institute new or higher fees to meet expenses, I seriously question the justifications for the enormous outlay of funds for construction and rerouting the road. Not to mention the costs involved with constructing and maintaining an additional recreational system and other massive improvements.

Therefore I suggest, that at this time you go "back to the drawing board", revise these plans to simpler, more workable alternatives that eliminate some of the more prejudicial, expensive, and unwieldy proposals, but incorporate the ones that are reasonable to execute.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1786

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I think that the road should be kept as it is; for walking and biking only.
An alternative road should be paved for shuttle buses going one way.
I think this will maintain the integrity of the environment.

Topic Question 2:

I think that all of the strategies mentioned will address the need for the plan.

Topic Question 3:

As I mentioned above; an alternative road should be paved for shuttle buses.
I think this will allow the environment surrounding the road to be undisturbed.

Topic Question 4:

No cars and new development allowed.

Comments: No comments.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1787

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The wildlife habitat along the Moose-Wilson Rd. is just that: wildlife habitat. I think the best approach since roads and trailheads have already been carved out of the area, that minimal improvements should be made as I have outlined in the Comments section below Question 4. Vehicular traffic is a given so some upgrades to the roadway and parking are in order but the total area of the roadways should not be increased, just reconfigured....and there should not be a separate bike path.

Topic Question 2:

With proper vehicle control a separate bike path is unnecessary; enough wildlife habitat has already been destroyed.

Comments: ~~Relocation of existing Moose-Wilson Rd. as illustrated on Alternatives B and D to allow wildlife better access to the streams and ponds without crossing the current roadway~~

~~Pave the currently unpaved section of the Moose Wilson Rd.~~

~~Use Whitegrass Rd. for all access to Death Canyon Trailhead~~

~~Eliminate all commercial traffic except wildlife viewing tours, photography and painting workshops, and conservation/wildlife related vehicles/tours~~

~~No separate bike path~~

• Various parking lot and restroom upgrades

• Installation of a new ranger station at the north entrance to the Moose Wilson Rd.

• Have a ticketing and camera system installed at each end of Moose Wilson Rd. to reduce speeding through the corridor. A time stamped ticket would be given to each vehicle at either end of the Moose Wilson Rd. and then checked at the opposite end. If the vehicle exceeded a predetermined time for transit of the Moose Wilson Rd., then the camera would take a picture of the vehicle's license plate and the Park could issue a citation.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1788

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe horseback riding, including commercial, is an important economic, cultural and cost efficient way to introduce the public to the park. Any plan should maintain or expand this use of the park.

Topic Question 2:

I strongly oppose a bicycle pathway on Moose-Wilson road. It will be a large, expensive and very disruptive project, and bicycles are scary and challenging to wildlife. A friend of mine was actually chased by a black bear while on her bicycle on the road. The current bicycle paths are greatly underused (3%) by park visitors. The number of trees destroyed by the proposed pathway and the construction process would ruin the current pristine historical wooded area.

I strongly oppose the proposal to close the Sawmill Pond Trails to commercial horseback riding. They have been approved trails for decades, and there have been few conflicts and minimal need for park management. This area offers a unique opportunity for visitors like myself to understand and appreciate the area, thus furthering the goal to protect and maintain cultural resources through education.

Topic Question 3:

Horseback riding in the park is an excellent way to get visitors to appreciate the pristine and historical aspects of the park. If anything, riding should be encouraged and expanded. It is the least disruptive way for visitors like myself to see wildlife up close. In our rides in the park, we have passed through resting herds of elk without causing them to even stand up or quit eating. We saw a coyote trot by, look at us then sit down and scratch his ear. The animals see a horse as another animal and are not disturbed, unlike with bicycles.

Topic Question 4:

I hope you seriously consider the importance of horseback riding to the visitor experience in the park. My husband and I come to the park every summer for a week and have spent thousands of dollars and countless hours in the area. Disturbing the current equilibrium between people and wildlife on and around the Moose-Wilson Road would be a mistake.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1789

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1790

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D should be carried forward to get visitors out of their cars to experience nature more fully & to cut down on vehicle congestion. This alternative also provides a more complete opportunity for visitors to really see & experience GTP & Jackson Hole via a more complete pathway. The separate pathway should be constructed to connect with the other pathways in the park, allowing disabled, children & elderly an opportunity to get out of their vehicles.

Topic Question 2:

not sure about the reservation system, but it should be considered as a way to decrease congestion during the peak periods

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1791

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe the strategies in the preliminary alternatives that should be carried forward to best achieve the most desirable use and protection of the MWR is as follows:

- 1) Pave the unpaved portion of MWR. By doing so, this would help to eliminate the extremely slow movement of cars, etc. in between the dust abatement periods which are not sustaining;
- 2) Realign the north portion of MWR between the Saw Mill Ponds Overlook and the Death Canyon Road junction; restore the old road back to its natural condition
- 3) Only a specific number of commercial trips would be permitted within the corridor;
- 4) Provide travelers alerts at the entrances to MWR from both the North and South to inform them of full parking lots, wait times, etc. The ranger at the entrance station would know that the parking lots were full because he/she would have provided passes to the various destinations to the travelers when they entered the Park.
- 5) NO BIKE PATHS; This is a natural habitat that should not be disturbed any more than necessary. The building of the paths, alone, would absolutely destroy more habitat, not to mention disturbing the animals and birds during the building of the path. A good example of the longevity of building bike paths is to look at the bike path being built at the Wilson Bridge that is still not completed.
- 6) Create a definite number of parking spots at both Granite and Death Canyon trail heads; adding toilet facilities would be advantageous;
- 7) Create better pullover options along the MWR to help eliminate the present traffic jams when observing wildlife;
- 8) When the road is closed during the winter months, allow access to bikers, pedestrians when it is free of snow and ice.

9)Relocate Death Canyon Trailhead and provide parking access to 60 vehicles which would be monitored by the entrance stations.

In essence, I am promoting most of what Plan B is suggesting. In my opinion, there is now a problem with the traffic on MWR, particularly during the busy summer season. My family and I have been visiting Jackson for over 30 years.

Moose Wilson Road has always been a "destination" for us, as well as a connection between Moose and Wilson, which is where we reside. Over the years, traffic and wildlife jams have become a negative for the area. If these alternatives suggested above, can aid in sustaining the beautiful, natural habitat and protect the wildlife, then I am a supporter of making these necessary changes. Our responsibility should be to find a way to co-exist with the wildlife, while still maintaining a thoroughfare that works between Moose and Wilson.

Topic Question 2:

As stated above, my biggest concern is building a bike path through the MWR corridor. We do not need to destroy any more habitat than needed to fix the present problem. The damage, the time taken to build the bike path, as well as the cost would NOT be worth the outcome. This would be the biggest mistake the decision makers could make. Please do not let this happen to our precious, NATURAL jewel, Moose Wilson Road.

Topic Question 4:

I have no further comments other than when you are making the final decisions, please maintain a BALANCE between enhancing MRW for visitors and a serene natural habitat for our precious wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1792

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I approve #1. This is our escape route for flood or earthquake. The ditch bridges need to be a foot wider. No cyclists or hikers are safer.

Topic Question 2:

I do not want this road improved so drivers can increase their speed. Having the traffic stopped on special times or days would be very difficult.

Topic Question 3:

Keeping as much of it dirt as possible will also slow drivers. Potholes should be less than a foot deep but not smoothed too much. Just enough to not tear the cars' undercarriages.

Topic Question 4:

The park has done a marvelous job building alternatives for this concept.

Thank you, Mardie Muries' goddaughter, Lou Breitenbach

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1793

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support several elements of Preliminary Alternative B which includes the concept that the Moose-Wilson corridor should be mainly a visitor destination, which is consistent with achieving the goals and desired future conditions set forth in the plan. I do not think this can be achieved if the corridor continues as a two-way through road during peak season. I support directional vehicle traffic or one-way traffic as tools to decrease heavy through traffic use not related to people visiting the park. Adding shuttle vehicles to transport people and manage traffic should also receive additional consideration and is a strategy I support. I fully support realigning two segments of the northern portion of the road to move human activity out of the riparian zone and give wildlife more space for people to view from a distance and lessen human impacts. I believe the unpaved section of the road should remain unpaved to maintain its rural and historic character. I support cyclists continued use of the existing roadway surfaces.

Topic Question 2:

I strongly oppose Preliminary Alternative D which calls for establishing a new use and constructing 7.1 miles of separated paved pathway through heavily forested and critical wildlife habitat. I do not support adding new winter recreation in this sensitive corridor, including grooming the road for cross country skiing, skating, potentially snow bikes, and adding commercially guided tours. The development and visitor use described in this alternative does not support the basic premise of the planning process, which is that operational changes should be compatible with the goals and desired future conditions that are described at the outset of the document. The key elements of Preliminary Alternative C should not be carried forward. Although there is some merit in the strategies presented, I can not support the alternative because I believe it would be very problematic to manage and to communicate to the public. I also do not

support Preliminary Alternative A - No Action because the corridor and the road cannot sustain the current traffic loads in excess of 2000 vehicles on busy days without adversely impacting natural and cultural resources and visitor experience.

Topic Question 3:

Any strategy should emphasize preserving the unique natural and cultural resources of the corridor while providing a quality visitor experience.

Topic Question 4:

Thank you for the opportunity to comment.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1794

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The Moose-Wilson corridor provides some of the valuable wildlife habitat in the ecosystem, but it is threatened by increasing vehicle traffic, which must be ameliorated. The proposed realignment of the northern portion of the Moose-Wilson Road is an important step toward reducing habitat disturbance and potentially dangerous interactions with wildlife.

The new road should be designed to maintain the slow speeds and meandering character of the existing road, which should be removed and the area restored to natural conditions. Winter use should continue to be restricted to non-motorized access without any trail grooming and should avoid areas heavily used by wildlife.

Topic Question 2:

The no action alternative is unacceptable as there is already too much through traffic on the road. Commercial traffic should be discouraged. Also consider limiting traffic to one-way at a time. Unfortunately a reservation system or periodic closures of the road would be difficult to administer and pose challenges to visitors. Instead, to encourage visitors to treat this as a destination area and not just another transportation link, please consider requiring all vehicles to spend at least an hour in the Moose-Wilson Corridor. This could easily be monitored if there were entrance stations at both ends of the road.

Topic Question 3:

Unfortunately, the existing road goes through a lot of the best wildlife habitat and creates undue risks of dangerous interactions with wildlife, requiring periodic closures. Please consider and analyze realigning the entire Moose-Wilson Road out onto the flat open areas on the eastern side of the corridor, west of the Snake River flood plain and wetlands. Specifically, the proposed realignment of the northern portion of

the road should be continued southwest past the east side of the LSR Preserve to connect with the existing paved road just southeast of the Lake Creek bridge. This realignment would minimize disruption of the best wildlife habitat, provide more open sight lines for avoidance of accidental encounters with wildlife, provide better views of the Tetons and provide easy access to the LSR Preserve parking lot as well as to spur roads to Granite and Death Canyons. The realigned road should be designed to provide a meandering, narrow country road experience with sufficient turnouts for visitors to observe wildlife, admire the views and explore the landscape. The entire existing road from the Sawmill Ponds south to just north of the Granite Canyon parking lot should be removed and restored to natural conditions, as has been done so well throughout the old JY Ranch.

Topic Question 4:

Thank you for providing an opportunity to comment on the process at this stage. The long-term preservation and protection of the valuable biodiversity of the Moose-Wilson Corridor is essential to maintaining the Park's character and visitor experience values. Please take your time to consider and study all ideas, not just the current preliminary alternatives.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1795

Author Information

Keep Private: No
Name: Barbara Burke
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I've visited Grand Teton, Yellowstone, and many other national parks because I love wildlife and nature and value the opportunity to experience them. I am concerned that traffic impacts and calls for increased development could have a significant negative impact. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1796

Author Information

Keep Private: No
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Organization: The Nature Conservancy and Yellowstone Park Foundation
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Reading the documentation, one of the (major) driving reasons for developing a new comprehensive plan was "...notable increases in potentially dangerous wildlife have been observed..." then linking that observation with "increased motor and bicycle traffic" indicating that a increased incidence of interaction between wildlife and humans exist.

Hard to deny, but in reality there is limited interaction on the road between humans and wildlife. If this is a realistic concern, the Park service would be better served by addressing backcountry usage, assuming that traffic is picking up. I have been driving the Moose-Wilson Road for years, and other than the moose that frequent the sawmill ponds and the beaver ponds at the south end of the road- -we have rarely seen wildlife on the road itself. I do not believe that the alternatives presented here realistically address any wildlife issues. They do cater to the biking lobby, who desire more (separate) biking trails.

Topic Question 2:

The destruction of habitat required for the realignment of the road does not seem to have an equal beneficial impact, at least as presented here. Similarly, a separate bike path, desirable from the cycling lobby's point of view, does not seem to have a demonstrable need that offsets the habitat destruction required to support it, or the disruption on the road itself during construction. Neither of these expensive projects provides significant benefit to the general public.

The notion of a reservation system to utilize the road seems to be a cumbersome process that should not be pursued. One way traffic should only be considered in conjunction with data that shows what local commuter patterns are so that one way traffic is minimally disruptive to workers (generally underpaid

already...not enough of them, etc).

Topic Question 3:

Groom the road for cross country skiing and snowshoeing in the winter. Minimal environmental impact.

Contrary to the bulk of the recommendations, the dirt portion of the road should be paved and maintained to the same standards as currently exist for the paved portions of the road. The road conditions on the dirt section vary from passable to horrible depending on the last time it was graded, etc. Keeping a small portion of the road as a dirt road serves no purpose.

Topic Question 4:

Several of the suggestions are spot on. Increased turnouts for vehicle parking. The Rockefeller reserve does not have enough parking and needs more (most folks are hiking to Phelps lake). Perhaps some additional interpretive trails/signage could be developed in less sensitive areas- -these simple signs, identifying particular habitat, wildlife, flowers, etc are important bridges to visitors learning about the "why's" of the National Park and building support for it in the future.

Comments: The Moose-Wilson road is a backcountry experience that has always required people travelling along the route to take their time, exhibit courtesy when passing, and allowed the enjoyment of a relatively undeveloped areas of the park. My most enjoyable moments have been the moose feeing in the ponds adjacent to the road and in autumn, the sound of the bull elk bugling. The point here is the experience of the "wild"-enhanced by a narrow road that encourages us to look and experience nature. Bicycles whizzing by on a separate path, inconvenient and aggravating reservation systems- -(I have never heard a complaint about slow or congested traffic- -it's just part of the experience) will substantially reduce the quality of the experience available today. To the maximum extent, the experience of the road should be maintained as it is- -with simple, minor improvements as suggest above to enhance the experience as it exists.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1797**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Nothing should be allowed to increase the human interaction to animals and nature in the area.

Topic Question 2:
More roads, more traffic, more humans should not be allowed.

Topic Question 3:
Stop any further development and slow down the current actions from humans.

Comments: Please do all that is humanly possible to protect the Moose-Wilson road area from any further human activity so that the wildlife and their habitat will be allowed to live without threat, fear, danger, harm, injury, and death due to accidents or planned actions against them.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1798**

Author Information

Keep Private: No
Name: stacey L. jackson
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1799

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road, could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1800

Author Information

Keep Private: No
Name: Kim Beck
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Kanab, UT 84741
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am greatly concerned about the future of the Moose Wilson Road Corridor within Grand Teton National Park. My husband and I visited Grand Teton about 2 weeks ago. We also visited Yellowstone and some of the only wildlife we saw...we saw along this back road.

I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States...people like me and my husband.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1801

Author Information

Keep Private: No
Name: Warren Weissman
Organization:
Organization Type: I - Unaffiliated Individual
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Seattle, WA 98121
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1802**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1803

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1804**

Author Information

Keep Private: No
Name: Terrance A. Hutchinson
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Should be left completely pristine. And noiseless as possible.

Topic Question 2:
Any increase in noise or traffic will increase stress and a reduction in animal populations.

Topic Question 3:
Hiking, camping, and quietly done activities. Back to nature, life's natural resources to calm the savage beast.

Topic Question 4:
No commercialization or mining, leave this for future generations to mess up, we have already done more than our share to mess our planet up. Let's hope that they are more intelligent than we have been.

Comments: Native American cultures teach we should look seven generations back and seven generations forward in making our decisions for change to our children and their children's children.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1805

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Jackson, WY 83001
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Preliminary Alternative B should be carried forward

Protects wildlife and wetlands

No commercial traffic such as taxis but allows controlled access to commercial tour vehicles

Incorporate some improved visitor wildlife viewing areas to allow safe viewing off the roadway and less disruptive to traffic flow

Bike access in off season

Topic Question 2:

Alternative A does nothing

Alternative D bike paths could be invasive/disruptive to wildlife and habitat particularly when routed far away from road at LSR

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1806**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please consider option D for the Moose Wilson road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1807

Author Information

Keep Private: No
Name: Cathy M. Hummel
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe that NO ACTION should be taken. So I say Alternative A. We should not be disrupting the homes of all the wildlife that live around this area at all. I like the way it is the only real changes I believe need to be made is having the speed limit lowered to 15mph and really bikes should not be aloud on the road at all it is way to narrow of a road and unsafe. There's plenty of other places they can bike. As for the speed limit it's really certain locals that speed on that road because they are in a hurry just passing through and don't care if an animal walks out on the road! (GIVE OUT TICKETS) I say move or don't drive the road. I have been coming out to the Tetons since 2006, nine years, why you say, because I love it out here and I love the wildlife I enjoy this road and it so beautiful as is. it's nice to be able to stop and watch a moose or a bear off that road in it's habitat and that's why people come here and we spend lots of money so you should really listen to what the visitors want and all the people of the town. However you do need to pull off the road and not stop on the road at all, I do agree that is a problem.

Topic Question 2:

I don't believe any of the out plans would achieve any good purpose for either the wildlife or the visitors. Way to much disruption for both and really a certain amount of people at a time can only park at the parking lot? Closing the road 2 days a week, I don't see that point other then controlling the visitors. And last closing the road at the end of September, I don't see the point to that either. It's such a short season as is please let the visitors visit that's why they come here.

Topic Question 3:

Like I said in the first question lower the speed limit people drive way to fast on that road and on other road for that matter. 2nd not allowing bikes would really make it safer. Putting up better signs to stress

that trailers and RVs are not allow on the road because it is too narrow, they should also be ticketed. I have seen way to many people with trailers and RV's on that road and they shouldn't be.

Topic Question 4:

Allow the visitors to view the wildlife in a safely manner with nice Ranger/brigade Like Larry or Aaron who really do a great job at making your visit an enjoyable one without yelling at everyone as if we are all criminal like some of the brigade act. Train them, and if they are afraid of the wildlife they shouldn't be there.

Moose Wilson road has been like that forever and it would just be a shame to see it change by taking out that road people will not be able to watch the wildlife that happen from that road any more and you know that. That's where they hang around the ponds and the berry bushes. It was there home first not ours.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1808

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Alternative D

Topic Question 2:
Alternatives A B C

Topic Question 3:
Close road ro all motorized vehicular traffic except pulic transportation allow unrestricted bicycle traffic

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1809**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

The strength of Teddy Roosevelt's great idea lay in leaving the wilderness alone. Developing more and faster traffic inside the Grand Tetons weakens the effect of wildlife in wild places, and turns the area into a zoo, instead. Traffic should be encouraged to move slowly, stop at will, and soak in the majesty of the park and its residents. Bicycling and hiking should take precedence over vehicular traffic.

Having lived in Santa Fe, I am acutely aware that residents need regular respite from tourists. So I encourage occasional closures, banning snowmobiles and other winter disturbances, and close monitoring of visitors to give the wildlife the privacy and respect they need and deserve.

Please fight for the wildlife that make Grand Teton such a special area.

Sincerely,

Dinah Lea Jentgen

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1810

Author Information

Keep Private: No
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RENO, NV 89502
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1811**

Author Information

Keep Private: No
Name: Julie McIntyre
Organization:
Organization Type: I - Unaffiliated Individual
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Jackson, WY 83001
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I hope that the Moose-Wilson Road will remain as undeveloped as possible for the sake of the wildlife that lives there and its rural nature. If a bike path goes in, the impact will be felt quickly and will only get worse in the coming years. As well, keep the road narrow and winding- cars moving slow. Please don't let the park road be an extension of the mortal danger to wildlife already met on the Village Road.

Topic Question 2:

Alternative B is the plan for least harm.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1812

Author Information

Keep Private: No
Name: Robert W. Righter
Organization:
Organization Type: I - Unaffiliated Individual
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Moose, WY 83012
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I don't believe any of the four alternatives achieves the desired goal - that is allowing some traffic without harm now and in the future to the natural resources.

Topic Question 2:

I think alternatives A,B,C all have reasonable feature, but they all allow TWO-WAY traffic. I have studied all the alternatives, attended the library open house, read all the newspaper letters, and spoken at length with many friends. I find all of the alternatives lacking, especially D which simply must not be adopted.

Topic Question 3:

I am absolutely convinced that a ONE-WAY road system should be adopted. A few years ago the NPS recommended this solution and I am puzzled way they didn't stick with it. This road is simply too crowded, and therefore there must be LIMITATIONS on the public's use. Parks across the country are doing so, and in GT we have the wonderful and popular LSR, which wisely limits use by a parking lot. Without that limitations the experience that Lawrance desired for the visitor could not be accomplished. The public now accepts the need for their PLANNING and limitations on their use. We presently have the Jenny Lake one-way road (with bicycle path) that works well. Something like this is necessary. Perhaps the road could be opened to the North in the morning, and the South in the afternoon? Planners can work out the details, but it is the only satisfactory solution.

Topic Question 4:

Obviously, there is no perfect solution. I think everyone agrees that in the northern wetland area the road

must be rerouted to the sage brush of the East. Also, at least among my friends the bike paths lobby has been given quite enough, especially since the Antelope flats area will soon be open to their use (at great expense). A separate bike path is simply unnecessary and unwarranted. A one-way system will meet their needs.

Comments: I feel I have made my position quite clear, without all the details worked out. A two-way system delays a permanent solution and will lead to continued frustration for visitors, wildlife, and the NPS. There is no perfect answer, but a ONE/WAY road system will best achieve a permanent solution.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1813

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1814

Author Information

Keep Private: No
Name: Cheryl A. Edwards
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I have experienced the Moose Wilson Road corridor many times with friends and family members. It has been one of the highlights of each trip, watching beavers cross and recross the road to build a dam, seeing a moose cow and her newborn calf, watching elk graze. PLEASE protect the wildlife, scenery and historic values of this road. Development can happen anywhere. The glory and beauty of nature and its wildlife cannot.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1815**

Author Information

Keep Private: No
Name: PAULA J. LONG
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Correspondence Information

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

Correspondence Text

Topic Question 1:
National Parks need to be left alone so all Americans can enjoy the beauty and the wildlife. Don't mess with them. Let our offspring enjoy themn also.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1816

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Liz Lotz

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1817

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We favor Alternative D for the Moose Wilson corridor because we strongly favor a separate bike path for biking and walking which is located away from the road as much as possible.

Topic Question 2:

We would not be in favor of any plan that closed the road for periods of time. However, if or when a so-called North Bridge is built across the Snake River , which we are in favor of, then we think a complete closure of the road, with the possible exception of public busses, should be investigated.

Topic Question 3:

No

Topic Question 4:

We are strongly in favor of trails, bike paths,restrictions, and any other methods which encourage people to get out of their cars.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1818

Author Information

Keep Private: No
Name: Diane S. Nodell
Organization: Diane Nodell Real Estate
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

As a member of the local Jackson Community for over 20 years I am distressed to read that none of the Alternatives really address about truly preserving this critical wildlife habitat.

My business involves working with people who relocate to Teton County WY precisely because of the pristine nature of the area and the unique magnificence of our most diverse wildlife.

I believe that in order to maintain any level of true conservation of the most special area of the Moose Wilson Rd, a total reduction of motorized traffic needs to be addressed, it is NOT and should NOT be a thoroughfare between Moose and Teton Village.

As well, for the safety of any visitors and of the resident animals, I believe that all other forms of transportation should also be strictly regulated and controlled.

Topic Question 2:

Not one of the alternatives really directly addresses the problem that have become rampant on the Moose Wilson Rd. These include not only increased wear and tear of the road but mostly include the destruction of the habitat for the local animal residents.

Increased traffic is not only an invitation for the animals to become agitated, get themselves into trouble and harms way and is seriously contributing to their disappearance altogether.

Topic Question 3:

To preserve the special and unique feature of the Moose Wilson Rd I believe that it should be made into a one way , one lane road for all modes of transportation.

The positive impact of this thought should be obvious and could potentially save the habitat, animals and human safety altogether.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1819

Author Information

Keep Private: No
Name: Brian Fink
Organization:
Organization Type: I - Unaffiliated Individual
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Philadelphia, PA 19130
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

Brian Fink

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1820

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1821

Author Information

Keep Private: No
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East Stroudsburg, PA 18301
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

In the Delaware River national park, certain roads are closed for certain amounts of time so that amphibian species can mate. The parks are for us and most people are understanding.

Topic Question 2:

Any plan that will be detrimental, will not achieve the purpose and address the need for the plan

Topic Question 3:

Most biologists and environmental scientists will have reasonable strategies.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1822

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Lubbock, TX 79416
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1823

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

My ideas on the Moose-Wilson corridor are entered in the comment box below. Thank you for this opportunity to comment.

Comments:

The 1916 Organic Act states that the mission of the National Park Service 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." It is the duty of Grand Teton National Park, as an arm of the National Park Service, to honor that mission. When it comes to the area known as the Moose-Wilson Corridor the park has no obligation to provide a highway for personal and commercial traffic between Teton Village and Moose, points north, or the Jackson Hole Airport. For such traffic it is the responsibility of Teton County and the state of Wyoming to increase capacity on existing county and state roads outside the boundaries of the National Park. These should include the existing state highways 390 and 22, county road Spring Gulch, the Tribal Trails right of way and studies for a road crossing the Snake River between Teton Village and Gros Ventre Junction. It is important that these options be thoroughly explored and acted on before accommodating through traffic on the Moose-Wilson Road.

The Moose-Wilson Road area within Grand Teton National Park is priceless wildlife habitat, thoughtfully protected by the gift of Laurence S. Rockefeller. In order to provide the utmost protection to this area there should be no through motor vehicle traffic. The road should dead-end at the Laurence S. Rockefeller Preserve from both the north and the south, permitting vehicle access to the LSR Preserve

from either end of the corridor thus leaving safe conditions for bicycles and hikers on the existing road. Access for National Park Service emergency vehicles would be maintained through the area. Many National Parks, including Denali, Zion, Glacier and Yosemite, have realized that in order to protect the resources under their care the numbers of visitors must be limited. It is time for Grand Teton National Park to also take this important step. It is understood that Grand Teton National Park will continue to expand visitor capacity at some popular sites, such as Jenny Lake. By contrast the LSR Preserve warrants having limited visitors who may thus enjoy the very special experience there as envisioned by Laurence S. Rockefeller.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1824

Author Information

Keep Private: No
Name: David Adams
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I prefer to make more general comments on the importance of the Moose Wilson Road Corridor.

Comments:

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and previous visitor to Grand Teton National Park, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning

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

alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1825

Author Information

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San Marcos , CA 92078
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Save our parks. They are special in every way.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1826

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/13/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Protecting the vegetation, trees and the animals should be the first purpose of the park. Therefore doing as little possible to improve the road, and decreasing human use of the road should be the strategy carried forward.

Topic Question 2:

A bike path is the most ridiculous of the ideas since it's construction would destroy so much of the adjacent vegetation, and endanger the animal population in the future. There is no need for another bike path through the park. There are already plenty.

Topic Question 3:

Since the traffic is being partially generated by the Rockefeller Preserve, the parking lot and the gate at the Preserve should be closed. A ticket and bus service should be run from the Craig Thomas Center. This should be the only way to access the Preserve. This should be the only bus allowed on the road. Since the other traffic problem comes from the Teton Village build out, the Village needs to find other strategies, such as running their own transportation to and from the airport, having it go through town. They could also acquire the land needed for another bridge over the Snake.

Topic Question 4:

There are any number of reasons to leave Moose Wilson Road an unimproved road. If it stays that way it discourages use. First, take down the sign at the north end that states 'Teton Village 9 miles' -it encourages use. Do not fill the potholes. Do not pave it. There are no reasons, except short sighted public policy and

profit to expand it or add a bike path. A bike path will put people in danger of contact with the bears that live there. The bears will suffer. In the park, when there is a grizzly sighting close to the road, the ranger rushes to the site and insists everyone STAY IN THEIR CARS. Does this not tell us something!

Comments: Lets face it, the only reasons we are even talking about improving the Moose Wilson road is the political clout of Teton Village and the Pathways. There is no reason to drastically do anything to the road. It will not fix the problem long term.

If you did a poll outside this area and asked " is it safe to build a bike path in known grizzly bear habitat" - seriously what do you think the answer would be. OF COURSE IT IS NOT SAFE.

If you did a poll and asked" should we kill 3,000 trees and 24 acres of vegetation so a few people could ride a bike through an area" - what do you think people would say. REALLY, OF COURSE NOT!!

Especially when there are miles of trails already.

Foremost, it will be the bears that will suffer. The more human contact the more bears will have to be "relocated". All the animals will suffer but the bears the most. This is wrong.

None of the alternatives you have outlined will solve the problem long term. The West Bank is scheduled for density in the Teton County Comprehensive Land Use Plan. If the road is improved the pressure for use will only grow. There need to be another bridge over the Snake. PERIOD. THIS IS THE ONLY LONG TERM SOLUTION TO WEST BANK TRAFFIC. The county needs to accept that and start working toward it not trying band aid approaches.

It is also nonsense to think this road is part of the county transportation plan. Just who bikes Moose Wilson to work. It would be purely recreational use. A bike path is just not needed. It should not be built.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1827**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:
Post these on billboards , newspaper how humans growth of population

Topic Question 2:
Nothing just try all that's the purpose in life try try and try until you succeed

Topic Question 3:
Poster in popular stores and the news so more people get the message

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1828

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
Address:
Gainesville, FL 32608
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1829

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Diego, CA 92129
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1830

Author Information

Keep Private: No
Name: Debra A. Pinkham
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The Horse should stay in their grasslands.The Horses were there before man,cattle,sheep etc.

Topic Question 2:

The Horse were born & raised there,and they should live there life out there.I only wish I was a horse do I could run free of technology and GPS.Let them LIVE!

Topic Question 4:

This whole program is wrong.It does not take into consideration the Mustangs need to keep running free and breeding.These Horses,and I am A full Blooded Cree American Indian and the horses on the plains belong to the "HUMAN BEINGS".Why do you want to sell our horses for \$20 to ship to Europe & Canada.Makes me SICK!

Comments: I am a Native American.I am A Full Blooded Cree Woman.The lands that we were "given" (which were our own before you ever stepped in the New World) were the worst and most dangerous.My Brothers had to mine URANIUM only so that they got sick,so sick they had trouble breeding and they died young.Their crops suffered from the URANIUM DUST and the children all developed all sorts of mental illness.

Why do you place every URANIUM MINE or other TOXIC MINE on a Reservation? This now destroys the fish,the water,and the game.You destroyed America.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1831

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Keep the Moose-Wilson Road "as is" ..with a few upgrades.
Pave the currently unpaved section on the south end of the road...to provide a safer road for vehicles.
Provide additional pull-outs...for smoother traffic flow.
Go back to the "drawing board" to address the Death Canyon upgrades...more maintenance to the current road?

Topic Question 2:

Limiting horseback riding...the wildlife in this corridor have established a healthy relationship with the horse over these many years of use/interaction, the horse is a historical and cultural part of this specific area of use in the Park.

Providing a pathway...this corridor is a "back country" experience and habitat, we do not see "paved runs" when skiing back country :) I fear for the results of what could be an "invitation" to more wildlife-human encounters.

Topic Question 4:

Please protect the integrity of this special corridor in the Park.

THANK YOU

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1832

Author Information

Keep Private: No
Name: Susan J. Sutton
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I'd like to recommend the study of alternative D.

Topic Question 2:
Cutting off access to the park through Moose Wilson would greatly diminish our enjoyment of this area. WE moved here one year ago to have access to all that the Teton National Park has to offer. Closing off the road would just cause congestion elsewhere. I want to be able to bring my friends and family into the park via moose wilson.

Topic Question 3:
Perhaps limit the number of days per week it is open?

Comments: Study Alternative D

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1833**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
D
Bike path good
people are less likely to get hurt

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1834

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Wilson, WY 83014
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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Do not improve the road as in no new pavement to minimize impact from higher speeds of travel and to maintain the rustic appeal.

Maintain the winter non-motorized access as it has traditionally been to help protect wintering moose especially.

Improve the Death Canyon trailhead road without paving, as in grading, but maintain same number of parking places.

Prohibit taxi and other shuttle commercial use as this is not a piece of the transportation plan for teton county. these commercial uses are using it to skip paying at the gate by coming down through from the north. One-way travel only to the north would eliminate this and eliminate the need for another kiosk which we wouldn't need

Topic Question 2:

Doing nothing is not viable, traffic must be reduced, there is too much impact and conflict to the environment.

a pathway through the corridor would further impact the resources by tree removal and disruption of fragile resources. There already is a pathway to the park via the outside road. This road can not be used to become a playground for a select group of special interests (bikers) and it is unrealistic to think that those handicapped would be able to use the pathway because of the distance. This is a way for the pathway supporters to push their agenda by saying it would be multi-use. Get real, I can't see anyone pushing a person in a wheelchair nor a handicapped person being able to propel themselves the length of the corridor.

A reservation system or restriction of vehicles would not be necessary with one way travel to the north and elimination of taxis and other commercial shuttles.

No grooming of the road in winter. Keep it rustic and natural as there are other places for groomed winter use.

No addition of an expensive kiosk in the north we don't need with one way travel.

Topic Question 3:

One-way travel north through to Moose for cars and bikes. This would eliminate conflict with car-bike head-on situations and eliminate the need for a pathway. Those that want to bike a loop could do so by returning on the bike path on the outside road. The road would not have to be widened or re-located. It would eliminate the need for a kiosk and would eliminate taxi and shuttle commercial use of the corridor for transportation and commercial financial gains.

Topic Question 4:

Please consider re-introducing the alternative of one-way travel to the north for vehicle and bike travel, continue with winter closure as it is and do not add more to this pristine, rustic corridor that gives visitors a unique experience found no where else in the park. Do not improve the road or add more stuff.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1835**

Author Information

Keep Private: No
Name: Dave Miller
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
build a bike path!

Topic Question 2:
[REDACTED].

Topic Question 3:
Build a bike path.

Topic Question 4:
close the road and make it the bike path. This would be a lot better for the Bear habitat.

Comments: close the road to cars and leave it open for non motorized and pedestrian foot traffic.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1836

Author Information

Keep Private: No
Name: Nancy E. Baron
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. I have only been able to make to the park twice, but it one of the most beautiful and memorable places that I have ever had the pleasure too travel. I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1837

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

First and foremost, we need to protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 2:

First and foremost, we need to protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 3:

First and foremost, we need to protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Topic Question 4:

First and foremost, we need to protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand

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

Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1838

Author Information

Keep Private: No
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Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

In general I ask that you adopt Alternative A and make as few changes as possible. I suspect that deciding not to take much action is something alien to a bureaucracy, but first do no harm would be a good motto for a steward of such a precious resource as Grand Teton National Park. In addition it would seem the most economical. I did think the proposal for traffic alerts was a good one.

Topic Question 2:

I would not build new facilities to "manage" or "interpret" the experience; the more one manages the more one changes, and the best interpretations may be the ones one comes to on one's own. In addition, new facilities will only tend to create more congestion and more problems.

Further, I would not build a new bicycle path (Proposal D) that would destroy trees and eat up more of the parkland. To the extent it attracts more bike riders it will only increase potentially dangerous interactions with wildlife.

One-way traffic and a turn-around at the visitor center will not appreciably reduce congestion and will just lead to more time in a car and less land.

Horseback riding has been a part of Jackson Hole for a long time and is a part of what gives it its character. In addition, based on experience, my impression is that hiking and driving visitors appreciate seeing riders. I would do nothing to restrict the current permitted riding trails.

Topic Question 3:

Why not consider having an entrance cabin at the North end of the road like the one built at the South end. It's odd to permit free entry going South but charge an entrance fee going North. Doing so would raise revenue fairly, reduce congestion and permit traffic control if that became necessary. In addition, it would be in an area that is now already built-up so would not impact the rest of the Park.

Of all the potential users of the Moose-Wilson Road it seems to me that bike riding is the least consistent with the Park Service's objectives. While I might not ban it, I would do nothing to encourage more use.

Comments: I've been coming to the Tetons for the past 25 years with my family. Thank you for all your work maintaining it. Please try not to change it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1839

Author Information

Keep Private: No
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Correspondence Information

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Date Sent: 09/14/2014 Date Received: 09/14/2014
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Correspondence Text

Topic Question 1:

I only know of my experience working in parks to preserve wildlife and nature that once you allow more functions, development and more traffic it threatens the quality of the park that was once preserved for nature and it's inhabitants. By compromising this it will bring in unwanted influences and create instability that will be hard to come back from.

Topic Question 2:

Traffic kills and brings trash- I have tried to find your plans for the park but the downloads you have are 9 hours long so I did not download them. But mainly the goal is to keep the park from being a tourist site that is noisy, harmful to wildlife and in the best interest of maintaining quality of life as it is already there.

Topic Question 3:

That studies be done by naturalists or qualified people that love and care for nature because at the rate we are going untouched and pristine areas of nature need to be looked after and cared for!

Topic Question 4:

Use it for an outdoor teaching school for children so they can realize the importance of nature. But keep it limited so as not to disturb the inhabitants. Build a nature center if there is not already one.

Comments: I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical

that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1840

Author Information

Keep Private: No
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[REDACTED]
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Correspondence Information

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Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 2:

As a hiker, the bicycle only access of the Moose-Wilson corridor two days per week as stated in Plan B is unsettling. How would a hiker get in to Granite Canyon trailhead, the LSR Preserve, Death Canyon trailhead, etc? Wouldn't this violate the agreement between TNP and the Rockefeller family? What about summer visitors, I'm thinking families with small children, that are only here for a few days? If the access to LSR was bicycle only during their visit, they would lose the experience to visit one of the most easily accessed, user-friendly and exquisitely beautiful areas of the park.

I am also upset by the idea of the elimination of historic horseback trails.....My family and I have enjoyed these trails for years, originally as dude ranch guests and now as summer residents. Keeping these trails is right in line with the park's goal to "Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources."

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1841

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D in the scoping process includes innovative ideas that are smart and forward-thinking for the Moose-Wilson Corridor. Alternative D will enhance wildlife habitat and connectivity through road realignment, manage peak traffic flow with technology and allow for safe non-motorized access along a separate pathway.

Topic Question 2:

Alternative A, B and C. Road closures cause an imbalance of traffic flow, idling lines and erratic visitor experiences with negative impacts to the environment and the public. Without a separate pathway, the Moose-Wilson road cannot be enjoyed safely outside of a car

Comments: As a passionate user of our national parks, I want to thank you for including Alternative D in the scoping process which includes innovative ideas that are smart and forward-thinking for the Moose-Wilson Corridor. Alternative D will enhance wildlife habitat and connectivity through road realignment, manage peak traffic flow with technology and allow for safe non-motorized access along a separate pathway.

I greatly appreciate being able to experience the Park outside of my car, and as a father of two small children, I feel enabling future generations to experience the park in a safe manner is imperative to the future of park preservation. Alternative D is the best for enhancing the visitor experience by keeping the road slow and narrow and safe for enjoying the Park on foot or bike. Alternative D also enhances wildlife habitat with the road realignment.

The other alternatives do not address serious safety concerns for the corridor or allow for the enjoyment of the Park from outside of the car.

Please complete the separated user pathway loop by pursuing Alternative D in GTNP.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1842

Author Information

Keep Private: No
Name: N/A N/A
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Address:
San Diego, CA 92122-3721
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

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I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1843

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:

I want to preserve the beauty and natural wildlife habitat of Grand Teton National Park. My husband and I were in awe of its beauty when we visited this particular park. I personally felt that Grand Teton's beauty exceeded that of Yellowstone due to the unique and colorful landscape. I cannot offer any one specific strategy at this time. However, any increased traffic will severely affect the park's inhabitants.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

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Thank you.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 1844

Author Information

Keep Private: No
Name: Mitch Dann
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Wilson, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Eliminating all through commercial traffic, would reduce traffic volume on the MW Road, and remove drivers that are simply trying to get through and around the many who are enjoying the corridor. This can and should be done under any scenario.

Eliminating the need to go through two entrance stations, one at Granite and one at Moose. This can significantly increase time as lines, particularly at Granite can be very long. If the park implemented some form of automated reader, like Parks Canada uses for pass holders, the two entrance stations would not be a problem.

A pathway would be nice, and may be necessary if some other traffic management solution is not implemented. The current road offers one of the "best" stretches of cycling in the area. At the current posted speed limit, many bicyclists are moving at close to the same speed as motor vehicles. This should be a compatible situation (lowering the speed limit would further enhance it!) Bicycles and cars could enjoy the same road together, if motorists understand that a bicycle has equal right to the full lane and that passing a bicycle on the road is extremely dangerous given the frequent short line of sight. As one who rides the road regularly, the biggest issues I have experienced are with aggressive passing in a short line of sight area.

Depending on the design of the pathway, cyclists may continue to choose to ride on the road. A pathway would likely open the corridor to more and less experienced cyclists as the other paths in the park have done, creating immense enjoyment. The current park pathways are a wonderful way to experience the park and would open the MW corridor to a similar experience for many.

Topic Question 2:

Any plan that periodically closes the road or changes the traffic pattern should be discarded. While the benefit is theoretically understandable, these ideas would drive people crazy! Driving all the way down Teton Village road to the Granite entrance station to find the sign that says the road has been closed or its Tuesday and its a bike only day, will raise the ire of the public, waste resources and generally frustrate everyone.

Topic Question 3:

While not specifically proposed an alternative would be to close the Moose Wilson Road to all private and commercial motor vehicles and utilize shuttle services, leaving the road as is for non-motorized use and shuttle use. This is attractive as it would require no improvement to the road or disruption to the environment, it would allow folks to access the LSR and other points, and walkers, bikers and other non-motorized travel would have full access to the road. This has been implemented at many other National Parks in areas. I was surprised not to see it as an alternative.

A reservation system for LSR. As LSR has limited capacity, allowing visitors to reserve their time there would enable predictability, no waiting, reducing traffic volume and a better overall experience.

An automated reader for passholders at Granite Entrance (other entrances too).

Topic Question 4:

Close MW all together, leaving it open to shuttles and non-motorized.

Leave MW open, eliminate through commercial traffic, institute a reservation system for LSR

Consider a pathway design, that will really offload bicycle traffic from the road

Eliminate the need for two entrance stations, or institute an automated pass holder reader.

I would encourage the Park to carefully consider the environmental merits of rerouting the road as compared to the environmental damage from doing so. Its a magical road, with its imperfection. Its good. And better is often the enemy of good. :)

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1845

Author Information

Keep Private: No
Name: kenneth b. luke
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1846

Author Information

Keep Private: No
Name: Mamie H. Cheek
Organization:
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Jackson, WY 83001
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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:
I think Option A is the best. The status quo works for those who live here.

Topic Question 2:
changes to the status quo are not required

Topic Question 3:
no

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1847

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I favor Alternative D. This alternative is safe, allowing for cars as well as foot/bicycle traffic to enjoy the park.

Topic Question 2:

The other alternatives are cumbersome and impractical.

Topic Question 3:

An additional more northern bridge over the Snake should be considered.

Topic Question 4:

I use Moose-Wilson Road in my car, on my bicycle and on foot (crossing from LSR to the Phelps Lake Trails). I don't EVER feel safe on this road!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1848

Author Information

Keep Private: No
Name: Donald K. Harger
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative # 2. The plan needs to prioritize our wildlife and conservation requirements in line with it's stated goals, promises and the basis upon which the Service was founded.

Topic Question 2:

An improved road or any two-way road would disturb wildlife and degrade the undisturbed and wild values we all cherish by creating increased traffic and disturbance.

The road and accessibility alternatives are being carried out by a public relations consultant for the J.H. Resort in order to create additional revenues at the expense of Park values.

Topic Question 3:

Closing road in the winter, no further paving and closures when needed for wildlife reasons.

Topic Question 4:

Our community will lose revenues and tax dollars as visitors perceive our community to be more like "anywhere else" and find less reasons to visit.

Comments: ALTERNATIVE #2 is the best one to meet the needs of our community.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1849**

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:
No comments

Topic Question 2:
no comments

Topic Question 3:
no comments

Topic Question 4:
no comments

Comments: No comments

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1850

Author Information

Keep Private: No
Name: Ezra Peters
Organization: BrushBuck Guide Services, Inc.
Organization Type: I - Unaffiliated Individual
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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Of the four alternatives, we believe that Alternative A is the best solution, as the others are far too restrictive or invasive of the Moose-Wilson corridor. We do not like any of the alternatives outright. A bike path running parallel to the road would increase conflicts between wildlife, pedestrians, and cyclists. Shutting the road down a few days a week is ludicrous as you would be turning people (the taxpayers!) away from their park. These alternatives smack of pandering to special interest groups that plague this valley.

The only sound proposition within these alternatives is the paving of the entire road.

Topic Question 2:

See above, please.

Topic Question 3:

We at BrushBuck believe that the following actions should be taken to improve the Moose- Wilson corridor:

Pave the entire road. Install speed bumps / dips from Granite canyon to the sawmill ponds that are marked by signs throughout the corridor. Increase the amount of pullouts available within the corridor, especially in areas that are regularly congested with wildlife observation. Decrease the speed limit to 15 miles per hour.

Topic Question 4:

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

We feel that the issue of the Moose-Wilson corridor is an issue that is a lot smaller than it needs to be. With simple traffic realignments, the road can be reigned in from unsafe drivers and be a multi-use road that is safe for cyclists and motor vehicles alike. This corridor is an important asset of Grand Teton National Park. Like the other national parks and monuments throughout our great nation, Grand Teton is the people's park. The federal government does not need to waste anymore of the taxpayer's money to exercise further control over a non-issue. Tour operators are the safest pilots of the Moose-Wilson corridor, yet we feel we have been the subject of the most scrutiny. We are constantly passed by aggressive drivers while operating on the Moose-Wilson Corridor, and the majority of those drivers are locals either trying to get to work in the park or going to recreate. The majority of the tourists we see on the road are the safest drivers, mainly because the narrowness and unfamiliarity of the road forces them drive cautiously. I sincerely hope that the park service will take a hard look at our suggestions for the betterment of the people traveling to Grand Teton. Our suggestions are also fiscally responsible to a park whose funding has been cut due to the recessions as well as the loss of revenue that occurred in October of 2013.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1851

Author Information

Keep Private: No
Name: Charles W. Ewing
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I DO NOT think that the existing Moose-Wilson corridor should be enlarged to accommodate bicycles thereby destroying over 3000 trees in a pristine wooded area- In this area of the GTNP the wildlife habitats are already affected too much, and bicyclists already have the 15 or - mile existing path to more than please both the tourist and local biker-Moreover, I am incensed that horseback travel that makes the Whiegrass area accessible to dude rancher guests is potentially to be limited-This a 90 year activity in the GTNP that should be preserved and in no way restricted-I have been an annual visitor to this area for over ten years and I believe that the existing use structure and the existing culture should be strictly preserved-New and bigger are not better! Don 't let the local biking community overwelm you!

Topic Question 2:

See above

Comments: See answer to Question 1- In this case, doing nothing to detract from the current park experience, and to limit horse activity that has been in place for over 90 years in any way is folly-Isn 't the park supposed to protect history and longstanding practices ? Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1852

Author Information

Keep Private: No
Name: Marcia A. Kunstel
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Correspondence Information

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Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The realignment of northern portion of the road should provide for better habitat protection and less wildlife conflict.

Agree that trailers and commercial vehicles including taxis should be prohibited.

Possibly two days for bikes and pedestrians only would be helpful, as long as bikes and pedestrians would be prohibited on other days. This gives bikers safe access without requiring the massive disruption of a separated bike path.

In Alt. D, the idea of a reservation system could be workable. For consistency, you should consider allowing only those with reservations to use the road - - no "first come, first served." At least everyone would know what to expect.

Topic Question 2:

Alt. A apparently will not meet the needs of expected increased traffic and result in continued degradation of road and surroundings.

Alt. B strategy of no through traffic at peak periods would result in confusion and uncertainty about what is permitted when, but it's hard to comment realistically without knowing what would be considered "peak periods." Is that June-September? Is it 9-11 a.m. and 3-5 p.m. every day? Only on days when rangers count too many cars arriving? Do not support paving south end of road - - I don't see any justification for paving it in this alternative and not the others.

Alt. C also results in too much uncertainty, lack of consistency, plus hourly limits and waiting areas would be a bureaucratic nightmare for park to organize and execute. You would have lots of surprised, unhappy visitors. If you have two days open only to bikes and pedestrians, then the bikes and pedestrians should be

prohibited the other five days. Adding speed bumps that actually maintain 25 mph speed would help on days vehicular traffic permitted, as well as additional signage and personnel to limit pull-out blockages. Alt. D would create unacceptable disturbance of habitat by putting a separated bike path in virgin terrain. How can this destruction of trees and general habitat be condoned?

Topic Question 3:

If a bike path is determined to be necessary, please consider making one adjacent to the road. It could be separated from the road by a curb for safety of bikers. Bikers ride all over the national forest on dirt roads, so it shouldn't have to be paved.

I would like to see the impact of having the road one-way going north in the first half of the day, one-way going south during the last half, and closed dusk to dawn. I believe studies show the heaviest traffic levels go in those directions at those times.

I would like to see a proposal that includes use of the road predominantly or exclusively by public transportation, as is done in Grand Canyon and other parks. This might be combined with use by bicycles/pedestrians.

Speed bumps should be considered under all of these alternatives to assure the 25 mph limit. Additional signage and personnel to control pull-outs and wildlife jams also would help preserve the road.

Topic Question 4:

It's difficult to comment on most of these alternatives, because they include too many unknowns. For example, what are peak periods? Or how many vehicles would be allowed under a reservation system, and how does this number compare with the average use now? Without knowing the likely impact of these proposals, it's hard to make a realistic analysis.

Comments: One last thing to consider is the potentially broader impact of severely limiting traffic on Moose-Wilson. This likely would result in yet another big push to construct a north bridge over the Snake River. While this would not be built inside park boundaries, it would certainly effect the wildlife that pass beyond those boundaries as they migrate to seasonal habitats, look to enlarge their range, or simply move around. I don't mean that nothing should be done to control use of the road, but that judicious steps can be taken to limit speed and numbers of vehicles using the road not as a destination but as a thoroughfare.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1853

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery and historic values of our national parks. I am concerned that unacceptable traffic impacts and calls for increased development could degrade these qualities along the Moose Wilson Road Corridor near Grand Teton National Park. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you for considering my views.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1854

Author Information

Keep Private: No
Name: Leslie w. Gibson
Organization: Teton Village Council Member
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Two way Summer access to the park with alternative transportation besides auto only. Winter access by grooming the roads. A single access to the Whitegrass Ranch/Death Canyon Trailhead.

Topic Question 2:

Closure to thru traffic at the Rockefeller Center is not a desirable consideration for Teton Village residents or visitors - it denies access to Grand Teton National Park.

Topic Question 3:

Multiple pathway options should be considered.

Comments: As a long time valley resident, I believe in multiple accesses to the park. As a Teton Village resident I believe we are a "Gateway Community" that deserves access by locals and visitors alike. Since the volume of visitors is increasing on this link to Grand Teton National Park (and all the other entrances) we should embrace alternative methods of travel - including mass transit and pathways. The suggestion of closing the road at the end of September is also too restricting - wildlife conflicts on this segment of Park roads has been minimal due to slow speeds. I notice that other Park roads do not close when wildlife are sighted, and this segment of the Park should be managed in that same way. I support a single access/ parking area for the Whitegrass Ranch/ Death Canyon Trail head - unimproved is adequate. And unimproved turnouts are adequate along the main road.

More than one pathway alternative could be considered in the final study. The D alternative at the present time only presents a pathway which has lots of impact making it a less desirable one. Another alternative

could be minimal realignment/construction of the main road with unimproved turnouts and a pathway designed with minimal disturbances. There are power lines, old roads and trails, fibre optic corridors, and open sage meadows that could be used for pathway alignments that could minimize its impact.

Winter use, when wildlife issues are minimal, could be considered in each alternative. Minimal grooming of the roads which are presently "skied in" by users would result in a great Park experience. I believe that skiing to the Whitegrass or Moose is a low impact desirable use of this corridor. A connection to the existing parking areas of Teton Village could be considered in the Alternatives - - minimizing the parking problems of the Granite Creek Trailhead in Winter.

Thank you for the chance to comment on the alternatives.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1855

Author Information

Keep Private: No
Name: Mrs. James Denison
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,
Mrs James Denison

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1856**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
In my opinion, Alternative D does the best job of balancing the various considerations.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1857

Author Information

Keep Private: No
Name: Taylor Phillips
Organization: EcoTour Adventures
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
To Whom It May Concern:

My name is Taylor Phillips owner of EcoTour Adventures, a wildlife touring company that holds CUA permits with Grand Teton and Yellowstone National Parks. I am very familiar with this road and its users. When you, the decision makers, plan for this rich wildlife corridor please don't forget the NPS mission: "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". To me this means the natural resources comes #1. Please don't get persuaded by interest groups that think their constituents come first.

Obviously vehicle use is a problem. The vast majority of the use comes from folks that are using the road to access other locations in the park or Yellowstone NP. Strategies need to be developed to minimize this use.

Question #1

I commend you on trying to eliminate through traffic during peak hours. By eliminating through traffic, many if not all of the issues will be eliminated.

Paving the southern portion of the road should be considered. Please evaluate the effects of paving and having asphalt on the ground (leaching) vs, periodic grading, dust abatement treatments, the noise of traffic on dirt roads, and the effects on the nearby vegetation from dust.

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

Strategically placed pullouts along the entire corridor are crucial! It's important that vehicles don't stop on the road and important the visitors have the opportunity to view wildlife.

Great idea to eliminate taxi use of the resource.

Please consider large viewing areas with interpretative signs to concentrate visitor use. Short nature trails would be a plus to get visitors out of their cars and to have a unique experience.

Topic Question 2:

Question #2

I believe that realigning the north sections of the road would do more harm than good. The current road has some impacts on the natural resources, but a new road would have impacts as well. I believe that the impacts on wildlife are negligible on the current road as much wildlife is present and not affected by visitors. Remember that beaver ponds are rich with wildlife but they come and go, and over time will fill in with sediments changing the environment. If you do realign the road many visitors will then create social trails to explore the rich riparian habitat that they use to know which will disturb wildlife. Wildlife, with my experience, is comfortable with people and vehicles on the road. However when people are off the roads wildlife moves away.

Please don't limit the number of interpretative tours that can use the resource. By touring with a guide, the visitor is getting a meaningful experience and is carpooling. On the vast majority of our tours there are multiple parties in one touring vehicle. Please promote carpooling vs single group travel. On tours we educate our guests and keep visitors and wildlife safe. We are stewards for the resource. Please don't limit what is good for the park!

I think that a parking lot for 60 cars is unnecessary for the proposed death canyon TH. Please don't pave a section of the park that big! Please keep the 1-mile dirt road and the current trailhead. Especially by removing the last mile of the road, more use will be directed to the LSR Preserve, as hikers will want to access Death Canyon for a shorter option into the canyon.

Please don't stop plowing at the Murie Ranch Road. This will increase backcountry skier traffic into Garnet Canyon and other high avalanche danger locations, as Garnet would then be closer than Maverick and Albright. Backcountry skier traffic will explode in the coming years. Lower angle slopes needs to be easily available to the newer backcountry generation skier. Fatalities will increase with the higher use of the steeper terrain.

Please keep the Moose Wilson Open Daily for visitors that want to explore that specific area.

Please DON'T build a pathway adjacent to the road. Keep the park pristine with as little pavement as possible. With fewer vehicles using the road, travel would be safe for bikers. Please note that bikers are pushing for a path for THROUGH bike traffic. The moose Wilson road needs to be a destination not a through road!

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

Thank you for your time. If you have questions please let me know.

Taylor Phillips

Topic Question 4:

Thank you for this opportunity.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1858

Author Information

Keep Private: No
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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe Alternative A would best achieve the purpose and need for a plan because the overriding need and purpose should be to preserve and protect the natural integrity of this unique corridor. The actions and modifications proposed in the other alternatives would compromise that integrity while ignoring the obvious need for a North Bridge which would better service the economic interests of Teton Village and remove the surface usage pressures on the Moose Wilson Corridor. Adoption of Alternatives B,C,and D would amount to the incremental destruction of a priceless natural resource that can never be recovered

Topic Question 2:

As stated above, the strategies called for in Alternatives B,C and D would bring about to the incremental destruction of a priceless natural resource that could never be recovered.

Topic Question 3:

Siting and completion of the North Bridge would be a better option in the long run

Topic Question 4:

The general public would applaud a No Action strategy that rejects the short-sighted demands of convenience and economic self-interest. Small sacrifices here and there and one thing but to authorize the incremental and permanent destruction of the Moose Wilson corridor would be unforgivable.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1859

Author Information

Keep Private: No
Name: Geraldine Card-Derr
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Correspondence Information

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Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1860

Author Information

Keep Private: No
Name: Fred Leonard
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Correspondence Information

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please see below

Topic Question 2:
Please see below

Topic Question 3:
Please see below

Topic Question 4:
Please see below

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic

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

management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1861

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Topic Question 1:

If I had to choose one of the suggested alternatives I would select Option C. I select this option because it provides minimal disruption to the wildlife and habitat while reducing traffic problems AND giving bicycles a safer pathway option. I believe Option C represents the best presented compromise.

That being said, I don't believe it is a great option.

Topic Question 2:

I love cycling but but I firmly believe an additional pathway should not be built in the Moose Wilson Corridor. Would I love to ride on it? Yes! But that doesn't mean it's the right thing to do in terms of the Park's mission and purpose.

Numerous times I have watched ungulates work hard to match up a break in bike traffic, then the TPR road in order to cross; watched songbirds scatter out of the sage as I ride my bike along the pathway and noted lots of animal scat on the bike path as animals move across the path and roadway. I believe that studies in Yellowstone have found that bikes effect/startle animals more than vehicles do. I do not see how the Park can honestly justify how an additional bike path would be in the best interest of the Park's flora and fauna, especially in a sensitive area like the MW corridor, simply so that we can have another recreation venue.

Bike path supporters argue that a MWR pathway will get cars off the road. I don't believe this is true. I believe it will just displace the cars to other places. I have traveled along the TPR bike path daily since its inception and the VAST majority of users are not commuters or people biking in from Jackson. They are people recreating who have driven their car to one of the Park's lots and began biking from there. It is recreation, not transportation. The cars are still on the road- their use patterns are simply different. The

associated parking with a MWR bike path is one element that the Pathway proposal fails to address. There will undoubtedly be a need for increased parking if a bike path is put along the Moose Wilson road- where will that go? I don't believe that impact being figured in by the Pathway supporters and/or presented to the public, including the ranger-power needed to patrol the new parking area, impact to the resource, etc.

Is biking on the Moose Wilson road dangerous in its current state? Yes, without a doubt. But so are a lot of activities one can CHOSE to pursue in the Park. Ultimately, it is a cyclist's CHOICE to decide to ride on the road or seek a controlled pathway elsewhere and there are plenty of elsewherees out there. Those elsewhere might not be EXACTLY the elsewhere that a cyclist desires, but is the job of the Park to cater to the desires of all recreationalists? No. The Moose Wilson corridor is too special an area for an increased human footprint.

Topic Question 3:

I have a difficult time envisioning the successful implementation of a traffic limit on the MWR, except lots of angry, agitated visitors and/or a long line of people waiting to be let in (where does that line of cars wait?)

I believe a shuttle system along the Moose Wilson road should be STRONGLY considered with exceptions made for Park vehicles, handicapped visitors and a few wildlife tours (but WAY fewer.) As in Zion, exceptions could be made for climbers that are attempting longer routes that necessitate an early start and getting out very late- or perhaps there is a quota of "off hours" permits available per day day- just like backcountry permits with quotas and the 24 hour time advance policy.

The shuttle could stop at trailheads, the LSR and a few other points if visitors want to get out and explore some. The shuttles could be timed flexibly enough so that if there's a cool wildlife moment, then there's time for a stop to watch.

This would likely redirect traffic to Moose and the CTVC where the shuttle would be located and bike rentals for those that want to continue on bike into the Park.(Encouraging people to utilize the CTVC's large parking lot and It would also likely alleviate the parking issue at LSR, thereby freeing up a ranger to do other work than that of parking attendant, and free up Wildlife Brigade for patrolling in other areas. Because traffic would be significantly reduced it would be a more pleasant walking and biking experience for all that choose to do so. Not perfect- but a really good compromise. Closures could be in effect when grizzlies are present- otherwise it's walk and bike at your own risk, just as it is in the Park's mountains, rivers and trails.

The Park needs a long term transportation plan- lack of parking is impacting visitor experience and damaging the resource- this would be a good step in that direction.

True, there would be impact in building a bigger parking lot at the Wilson gate- but much smaller compared to the cumulative impact of a bike path and the impact would be in a less sensitive area.

Topic Question 4:

I have regularly commuted on the Moose Wilson Road for nearly a decade and there has been a notable increase in the number of wildlife tours utilizing the road. I have inquired about many of these outfits and have been told they are Park-sanctioned. The Park has contributed to the MWR problem by allowing so many companies to utilize these roads. Often these tour operators are among the worst offenders of poor driving and if they slow down or pull over, because of their expert status, other tourists follow suit.

This demonstrates what seems to be a disconnect between what Concessions is permitting to occur in the Park and the relevant consequences on visitor experience and resource impact- in this case on the MWR. I hope the Park realizes a flaw in the use studies being conducted- they are not including 1T drivers (Teton Valley), which includes many park employees in both the public and private sector, as local traffic that utilize the MWR for commuting and accessing the Park for fun. If the MWR is shut down, these drivers will reroute through Spring Gluch Road or Jackson. While I don't believe commuters' needs are a

reason to keep the road open, it would be short sighted of the Park to not consider the consequences on their neighbors. There is already a traffic problem in the rest of Jackson and I doubt home owners in Spring Gulch are going to be happy with the influx of commuters. Perhaps a speedier commuter shuttle from the Wilson Gate into Moose from where additional shuttles are available to take workers to their destination (or people can ride their bikes on the pathways!) Or a pass that allows commuters through with proof of employment in the Park.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1862**

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Topic Question 1:
I would like a modified version of Proposal C, but I do not support extra bike paths. I would like a two-way road to the Granite Canyon Parking Lot and a two-way road to the Rockefeller Center, but closed permanently between those two points.

Topic Question 2:
Strategy D brings in too many people and destroys the land.

Topic Question 3:
Close the road to commercial traffic and find a short-cut from the Village to the airport to reduce traffic altogether.

Comments: I'm not opposed to paving the section that is dirt and potholes today. I'm also not opposed to diverting the road to protect the Moose Ponds.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1863**

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I do not have specific suggestions, but know that the tetons and other national parks are being affected by smog and traffic on their boundaries and this need s to be constantly given attention to preserve our national and beautifull resources! thanks so much, dianea

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1864

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William B. Resor
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September 14, 2014.

Dear GTNP,

Thank you for releasing your newsletter with the four draft alternatives. They show careful consideration of the issues and make it much easier to comment effectively.

The purpose of my letter is to suggest a new alternative- --Alternative D2- -- to be analyzed through the EIS process. A detailed description of this D2 Alternative is at the end of my letter.

By cutting and pasting from your alternatives and by adding a few additional ideas, I have develop an alternative similar to Alternative D, but one that should better meet the Goals and Desired Conditions for each of the seven fundamental resources and values listed in your newsletter. The primary change from Alternative D is the addition of a "traffic control station" at the north end of the M-W Road that would be designed to allow adaptive management of private vehicles entering the road while encouraging shuttle vans and bike use of the corridor. This Alternative D2 would maximize adaptive management of the traffic without closing the road at any time, except for extraordinary circumstances and winter.

The unique 1950 legislation establishing a new GTNP states that the NPS is obligated to designate and open rights-of-way for certain purposes within the park, but it also clearly states that the NPS is allowed to regulate the use of such roads. How this obligation applies to the M-W Road is not clear, but closing the road might be construed as a violation of this provision. Regulating the use of the road, as long as it is still open for the summer as it has been historically, is clearly consistent with the act. This Alternative D2, as well as your Alternatives A and D, would clearly be consistent with the unique 1950 legislation. Alternatives B and C may or may not be fully consistent with that legislation. It would be beneficial if the final selected alternative were clearly consistent with the legislation, so that the Park Service can move forward without delay and implement improvements and new management that will protect park resources and promote safe visitor enjoyment.

My Alternative D2 is informed by my personal knowledge of this area for over fifty years. I have driven, walked, ridden horses, and skied throughout this corridor for both work and recreation. I have camped in it in summer and winter. I have read much of the history of this old dude ranching area and I have known many people that worked or stayed on those ranches. The area has changed greatly. In some ways human use has increased, but in many ways it has decreased. It was not long ago that the Trail, White Grass, R Lazy S (original location), JY and Bear Paw Ranches were operating each summer, with many buildings and employees and guests in residence and hundreds of horses pastured in this corridor. There were also private homesteads and outfitters located within the corridor and using it regularly. There were year-round residents. There was ice harvested from Phelps Lake and there were spring cattle drives. Due to the end of these uses and the removal of almost all the buildings and due to the protection provided by the park, the wildlife use of this corridor has increased greatly from what it was 80 years ago. I believe that the corridor can accommodate both wildlife and more visitor use, as long as private vehicle use can be restricted and managed appropriately.

My Alternative D2 or something similar might eventually be the preferred alternative, but, for now, it should be only one of several alternatives. I will withhold my final decision until I see the analysis provided by the EIS process. I have great faith in the professionalism and public service of the NPS. I strongly believe that your open, collaborative NEPA process will result in the best solution for this corridor, balancing the protection of park resources with visitor enjoyment and safety. I look forward to your continued analysis of this important issue.

Sincerely,

Bill Resor

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Alternative D2.

Alternative D2 is described below. I have tried to follow the format used in describing your alternatives. Generally, I have noted where this Alternative D2 differs from Alternative D.

Alternative D2 would start from Alternative D. It would have the following modifications, generally listed from north to south.

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1. The north end of the road would be re-aligned as shown in Alternative A, forming a four-way intersection just inside the existing entrance station. However a second traffic control station for road management purposes would be retained as shown in Alternative D. This second station would only be manned during high traffic periods to allow adaptive management. The station would be designed with a bypass lane for shuttle vans and other authorized vehicles.
2. The Death Canyon Trailhead would be relocated north 0.4 miles as shown in Alternative C. However the two parallel roads would still be combined as shown in Alternative D.
3. The unpaved section of the road would be paved and narrowed as shown in Alternative B.
4. The alignment of the pathway would be more flexible in order to minimize disturbance, to avoid increasing the sight distance for vehicle on the road, and to increase visitor enjoyment.

Concept.

The concept of this new Alternative D2 would be identical to that stated for Alternative D, however the shuttle service would be added as a key part of the concept, not just an option. This could either be a Park Service shuttle and/or private shuttles, but serving the corridor and providing transit and information for park visitors. Also, with bypass lanes at the stations at either end of the corridor, the design would maximize adaptive management of vehicles.

Key Elements.

1. (Realign two segments.) Identical to D
2. (Construct a multiuse pathway.) Identical to D except that the alignment of the pathway would be more flexible and site-specific, and not generally limited to the 50-foot strip adjacent to the road. Specific details on the pathway alignment are given below.
3. (Limiting the number of vehicles entering the corridor.) Similar to D except that the reservation system for managing the number of vehicles would be a backup, and additional strategies, including transit, would be implemented first, as described below. Also, the design of the stations at either end of the corridor would allow for limiting certain vehicles while encouraging others, such as shuttle vans.

Traffic Control along Moose-Wilson Road.

The separate traffic control station at the north end inside the existing park entrance station would allow adaptive traffic management on the M-W Road at peak times while not needing to be manned at low traffic times. This alternative with two stations allows for control and management with less manpower. At peak traffic times, a visitor approaching the park entrance station would be alerted by signs and could ask for clarification from the ranger. Then the visitor might choose to go to Jenny Lake and not need to turn onto the M-W Road. Also, vehicles queued up would be visible and discourage use of the M-W Road when it was busy.

Both north stations and the Granite Entrance Station would have separate bypass lanes for park shuttle

vans and possibly private tour vans. This would provide an incentive to use the vans instead of private vehicles. Not only would increased use of vans reduce traffic by private vehicles, but it would also provide opportunities for visitor engagement and education. These vans would run from Teton Village to Moose, with appropriate stops along the corridor.

By having direct control of access to the road and separate control of private vehicles versus shuttle vans, the NPS could modify its traffic objectives over time as conditions changed. For example, as the number of shuttle vans increased, the maximum number of private cars per hour could be decreased. This alternative would give the NPS the broadest management options and greatest flexibility to protect fundamental resources and values as conditions change. However, this alternative would still maintain the historic connection between Moose and Wilson and would be clearly consistent with the 1950 legislation establishing the park.

Physical Characteristics of M-W Rd.

In addition to the two northern re-alignments, the unpaved section would be paved and narrowed to the 18- to 20-foot width of the existing paved sections. This would not only reduce maintenance, but would also avoid the continued damage to trees and other vegetation caused by the dust control compounds.

Moose-Wilson Road Realignment.

Identical as stated for Alternative D. However, note that the statement for Alternative D reads: "The 0.6-mile section of roadway between Murie Ranch Road and the base of the hill near Sawmill Ponds would be abandoned and a new segment constructed to intersect with Teton Park Road at its junction with the Chapel of Transfiguration Road." This is appropriate for this Alternative D2, but not the same as drawn on your map of Alternative D. This alignment allows for the placement of the traffic control station on the M-W Road itself at a location to allow sufficient room for stacking cars to manage maximum vehicles per hour.

Turnouts and Parking. Same as Alternative D.

Bicycle Use.

Same as Alternative D, except that the alignment of the pathway would be designed in a more flexible, site-specific manner. See details below.

Commercial Activity. Same as Alternative D.

Death Canyon.

The Death Canyon trailhead would be relocated to a site near White Grass Ranch, approximately 0.4 mile from its current location. A parking lot would be provided for 60 vehicles, serving both the trailhead and visitors to White Grass Ranch. The abandoned section of the trailhead access road would be converted to a trail. A new road segment between Death Canyon Road and White Grass Road would be constructed. White Grass Road would be improved to allow for one-way traffic with staggered pullouts. The remaining portion of Death Canyon Road would be removed and the area restored to natural conditions. (This is a combination from Alternatives C and D. It reduces the road length, removes the road from the stream crossing area, and consolidates parking in a shared area. However it still allows convenient access to the

trailhead.)

Winter Access and Use. Same as Alternative D.

Visitor Use and Experience. Same as Alternative D.

I tried to make the above description mimic the NPS's format so as to be as useful as possible in creating a new alternative. Below are additional specific comments that relate to the pathway alignment. I hope they are useful as you proceed into more detailed analysis.

Additional Design Details for Pathway Alignment.

The following pathway design details, listed from south to north, are intended to minimize impacts and maximize visitor enjoyment and safety. A key concept behind this proposed alignment is that the pathway should have minimum impact on the view corridor from the road. This is for three very different reasons. First, by not increasing the sight distance the road will remain a slow, safe road. Second, the historic character of the road will be maintained. Third, the visitor experience on the pathway will be enhanced.

1. Bridge Granite Creek. (Outside of Park Boundary, therefore Teton County obligation.)
2. Cross to southeast side of Moose-Wilson road before entrance station.
3. Stay on southeast/east side of road until intersecting main park road. (No additional crossings.)
4. Swing south of horse trailer parking area opposite Poker Flats Road.
5. Cross Granite Creek Supplemental Ditch about 290 feet upstream of road bridge. (This separation minimizes tree cutting and does not increase sight distance for vehicles.)
6. Generally near road until after crossing Kaufman Creek, however meandering away from road to minimize grading and avoid increasing sight distance for vehicles. (This section of road has some grades that exceed ADA grade requirements. Therefore by meandering farther east the need for cut and fill can be reduced.)
7. Leave road corridor heading east-northeast to levee access road about 700 feet south of existing levee road gate. Relocate the levee road gate to the path location with a net reduction of 200 feet of levee road, or, alternatively, leave the levee road as is so the vehicle gate is separate from pathway. (This alignment saves a significant number of trees when compared to paralleling the M-W Road to the existing gate.)
8. Follow the levee road until the ATV trail to the LSR Preserve parking area.
9. Follow the ATV trail to the parking area.
10. Add bike rack south of the Restrooms Building.
11. Follow the trail through the sagebrush northeast to old R Lazy S Ranch Road. (See 1967 aerial photo for old R Lazy S Road. Although part of this road has grown in with young trees, the gravel base is still

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intact.)

12. Follow the old R Lazy S Ranch Road to the M-W Road corridor.

13. Generally parallel M-W Rd for 3500 feet to Stewart Creek through forest. Meander the pathway to minimize clearing, to avoid specimen trees, and to avoid increased sight distance for vehicles. (Although this area looks consistently forested on aerial photos, it has significant clearings and old trail corridors so the amount of tree cutting would be less than expected, if the pathway is allowed to meander.)

14. After crossing the creek, stay roughly 200 feet from the road and follow openings through the lightly forested area for 1400 feet. (This alignment uses the old irrigated meadows east of the road.)

15. At the old homestead area, both the realigned road and the new pathway would follow a new alignment, mostly through open sagebrush to avoid the wetland area. Use the subtle terrain features to make the road and pathway curvilinear. (Since roads and pathways have different grade requirements, the two should not be parallel, but each should use the terrain to its best advantage. Also, there are both active and abandoned road alignments and other disturbed areas in this section that might be utilized.)

16. At north end of the new alignment, the pathway should follow the old two-track road near the edge of the bluff, while the road should be farther west and use the power line alignment to cross through the thin stand of trees and small wetland area before rejoining the existing road alignment. (I assume the power line will be buried concurrently with new construction, both to minimize visual intrusion and reduce wildfire potential.)

17. Generally parallel the existing M-W Road until about 1200 before the road drops off the bench. At this point, the pathway should separate and use the old dugway about 260 feet east of the M-W Road to drop off bench. (This will allow the pathway to have a less steep grade than the current road, which greatly exceeds ADA requirements. It will also create less disturbance since the bluff is slightly lower and already disturbed in that area.)

18. At the existing curve in road at bottom of dugway, the road and pathway would follow a new alignment northeast to create an intersection opposite the Chapel of Transfiguration Road. (This eliminates a net 500 feet of road and creates an open section of road where stacked vehicles will be visible at the new traffic control station.)

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1865

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Topic Question 1:

The strategies essentially contained in Alt D should be carried forward in the process
Alt D most closely captures the theme of offering continued access and safety
While reasonable straggles should improve upon the alternative I would support a seperated pathway and
one that follows existing open areas and not constrained by a ridiculous 50 foot standard
Also the road should be maintained as a slow and rural character

Topic Question 2:

Alternatives B And C would close the road to some. Degree which I do not support
Those alternatives do not support open access to GTNP

Topic Question 3:

By all means combine the entry stations
I am certai there are capacity management strategies that could be developed with the support of Teton
County and Teton Village

Topic Question 4:

Complete the commitment to non motorized access by completing the bike path
Safety is paramount with the understanding that educational strategies must be employed to minimize the
wildlife interactions

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1866

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Topic Question 1:

I think the Moose-Wilson Road should be a one-way access, south to north. I don't think the road should be altered to circumvent the Moose Ponds, nor do I think it should be realigned for any reason. Rebuilding the road is costly and taking it out over the sagebrush will not reduce the traffic. It may even invite more trouble. Paving the south end is all right, but the road should be left just as narrow and winding as ever to slow down cars. It should be closed in winter.

Topic Question 2:

Proposal D. Bikers should not take precedence over all other vehicles on the road.

Topic Question 3:

I would like to see the park limit the number of cars per hour on the road. If it were a one-way stretch open only a few months a year, the rangers could limit the number of cars that go through at any given time, much like the way art museums limit the number of people who can go through a popular special exhibit. The controlled number of cars would reduce stress on the wildlife and the one-way traffic would allow room for bicycles without building more road to the east.

Comments:

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Topic Question 1:

The Northern section of the road should commence within the park Moose entrance. This will prevent non-passholders from using the road as a transportation corridor. The road should be moved away from the beaver house to protect the peace of the beavers.

Topic Question 2:

Any strategies which would encourage more use should not be implemented. This includes new pathways, bike paths, multi-use paths, and expanded parking spaces. The animals should be of paramount importance. The main purpose of the road should be that of a wildlife-protecting viewing corridor. It is not a thruway or an exercise path for cyclists.

Topic Question 3:

No.

Topic Question 4:

Protect the wildlife. If the animals disappear from this unique viewing corridor, we will all be the losers.

Comments: I wish the Moose-Wilson road could return to a former condition. Wilder, quieter, less-used. As this wished-for state is probably not likely, the next best thing would be to prevent more harm (in the form of more paths, more parking, more convenience for human users). Keep the park park-like!

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Topic Question 1:

Given that the purpose and need are not directly stated, my comments are formulated under the assumption that the park is looking to find a plan for managing the road that best balances QUALITY USER EXPERANCES with PRESERVATION of the park for future generations.

The road primarily serves park visitors who are traveling through the corridor, looking to see wildlife and appreciate the scenic spender of the area. Some visitors travel the road on the way to other destinations within the park, such as String or Jenny Lake or the Visitor center at Moose. This is predominately done from within an automobile. There is no other choice. Given the choice between using transit as is done in Zion, Sequoia, Kings Canyon, Denali Yosemite and other crown jewels of the park system, more visitor will be able to experience the area with fewer impacts to the lands adjacent to the road and to the wildlife that inhabits the area.

For a transit system to truly work it will need to be integrated with the county transit system and serve all of the park roads and perhaps needs to link with a system in Yellowstone. This is clearly a very large undertaking and is not something that will occur in the short term. But in the short term a transit system should be implemented between Teton Village and Moose. This would allow some visitors whose final destination is in the corridor, to leave their automobile at Teton Village or at Moose. This would reduce impacts such as user created parking damage and reduce the number of parking spaces required within the corridor. It would also reduce the noise print of auto travel on the parks natural soundscape. A visitor could depart at one location and board at another opening up opportunities to hike from point to point. Two way transit would be a basic requirement.

For visitor with final destinations on the further side of the corridor, private automobiles would still need to be accommodated until transit can be expanded to serves more of the park. Clearly a two way road will be needed to accommodate this use.

Many park visitors will choose a bicycle as a means of transportation when visiting Grand Teton. The current pathway from Jenny to Moose demonstrates this well. People traveling by bike create virtually no noise or pollution and don't contribute to global warming. Their vehicles when parked take limited space in comparison to a car. The sights, smells and sounds of the park are greatly enhanced for a visitor traveling outside of a car. The plan should do everything possible to encourage people to enjoy the park without a personal automobile. The plan should be a tool that provide transportation choice, and has the ability to influence visitors travel choices, in a way that insures preservation of the parks natural resources.

The plan should include a pathway. The pathway should be design and located so that it is attractive, safe, and convenient to the average active visitor. It should have smooth grades and be located where construction can be accomplish without permanently degrading the adjacent ground and where visitors are less likely to surprise wildlife.

I support the reservation system as the only adaptive traffic control measure. This could be a wonderful solution. We are all accustomed to a broad range of activates that have a limited capacity, such as going out to dinner, seeing a show, staying in a hotel or campground, riding a ferry or taking a plane trip. A reservation system will allow the best balance of access and preservation. The limits can be adjusted by over time as other management techniques are included and new lessons are learned. The reservation idea is great.

Topic Question 2:

Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

Things that won't work are closures, both that prevent through traffic, and daily closures. They are "dumb" management techniques. They would be inflexible and not readily adaptable.

Closing the road to through traffic will not necessary reduce the impact of visitors in the corridor as some will just drive one half of the road in each direction doing an in and out visit, This will increase the amount of noise and pollution each visit will cause. A visitor experience would be degraded because a visitor will not be able to take in the area in a continuous manner but will need to drive from one end to the other to see it all.

The idea of a one way road should not be considered. Changing the road to one way will increase vehicle speeds. Asking visitors to cycle with cars is not inviting to the average park visitors. It will be dangerous. It will do little to get people out of their cars. It will do nothing to enhance visitor experience. It will place traffic demands on other park roads. It will eliminate opportunities for effective transit. This is, and always has been a bad idea.

Topic Question 3:

I support:

• A reservation system to curb peak traffic impacts.

• A Pathway for choice and car trip reduction

â€¢ Transit to improve visitor experience, to augment the pathway and for car trip reduction

â€¢ Moving the road to the eastside of the ponds for habitat improvement and to allow the road to remain open when there are grizzlies in the area.

â€¢ Paving the unpaved portion of the road while keeping it slow and rural in nature. The road might be quaint, but is an environmental embarrassment with the amount of chemicals and upkeep required. The fine particles composing the road surface blow away in the wind. Car travel raises dust that coats the trees between rains making them look dull. Paving the road should be done for the environment, not to increase the roads capacity to carry more cars or for faster travel.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1869

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Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1870

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Correspondence Text

Topic Question 1:

Using the NPS format from its Preliminary Alternatives Newsletter, I submit that the following adaptive strategies should be carried forward in a traditional NEPA Proposed Action format:

Traffic Control along

Moose-Wilson Road; None, see Question 3 for this topic. Reasons for suggestion: none of the strategies for this topic listed under Alternatives A-D meet the purpose and need in a fair pro-active manner.

Physical Characteristics of Moose-Wilson Road: Carry forward the strategy from Alternative B because the damage, unsafe conditions, annual chemical applications, diverted traffic, inconveniences, loss of opportunity for some visitors, long-term expenses, noise-air-water pollution, and lack of sustainability are simply not worth the effort to keep a portion of this road dirt and subject to the many problems that it poses in its current form. Pave it like the rest and manage it property (speed, turn outs, no stopping sections, etc). Note, this will likely require consultation with parties from the LSR Preserve transfer agreement.

Moose-Wilson Road Realignment: Carry forward this topic as described under Alternative D especially adding the slow speed, narrow, winding character if the road. This should have been done decades ago, the current alignment reflects poorly on the staff and management of our national park. The road in its current alignment imposes unnecessary impacts to wildlife, fishes, wetlands and other aquatic resources, aesthetics, transportation, and user safety.

Turnouts and Parking: Carry forward a combination of Alternatives C and D. This should be carried

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

forward because more parking is needed at both ends of the Moose-Wilson Road but more importantly parking at the turnouts needs to be much better defined by clearly allowing only so many cars with no room for cars to make their own spaces and fines for idling waiting for a spot. Enlarging the carrying capacity for some places would be good management, but not at the LSR Preserve either directly (such as Alternative B) or indirectly (van/shuttle drop offs, etc.).

Bicycle Use: Carry forward the strategy for this topic from Alternative D with some reasonable, specific best management measures because a separate pathway for pedestrians and bicyclists would be safer, have much more appeal for use, offer a much better format for resource discovery and appreciation, offers a means to enjoy and use the area without contributing significantly to human safety, air, noise, and visual impacts. A separate pedestrian/bicycle path along the Moose-Wilson Road would be congruent with the other NPS pathways and complete a very scenic, desirable loop for those experiencing GTNP. The potential for wildlife/user conflicts/encounters is a manageable challenge using both temporal and spacial avoidance techniques.

Commercial Activity: Carry forward the strategies described under Alternative C with the caveat that no shuttles or other means of conveyance would have the defacto function of increasing parking at the LSR Preserve. Allowing some managed commercial activities to occur is important to the local community as well as visitors who either can't or don't know how to witness the resources found within this roadway.

Death Canyon: Carry forward the strategies listed under Alternative B because it fits more with the users of that portion of the park and it provides a situation that is better managed than the other alternatives.

Winter Access and Use: Carry forward the strategies listed under Alternative C because the existing length of unplowed road is too short for even a moderate day of snowshoeing or skiing and much of the area that is currently plowed on the northern end affords many opportunities for self discovery that are absent from other portions of the road. Considerations for resident access would need to be developed but could be done under special management permits.

Visitor Use and Experience/Education and Interpretation: Don't carry forward any of the strategies as described under any of the alternatives. See Question 3 response.

Topic Question 2:

First comment: The strategies identified under Alternative B for Turnouts and Parking that would enlarge either the space or the capacity for the LSR Preserve should not be carried forward in any form or format. The LSR Preserve was purposely designed to limit the number of visitors experiencing the Preserve at one time. The carrying capacity for this unique portion of the park is very low. If the number of people using or visiting the Preserve (all of it, including the main building) exceeds that low capacity, it becomes just another pretty place and the reasons for its creation and management will be lost on the hordes. This is simple, don't increase visitor capacity at the LSR or you will destroy the real intent of having this generous gift.

Comment #2: In my comments above I identified the strategies that I think best meet the arguably vague purpose and need for the plan. The ones that I did not identify don't, in my opinion, meet the purpose and need as I understand it (noting that I find the purpose and need at this point in the process poorly articulated and vague). I found myself having to choose elements of actions from the array of strategies provided in order to participate in the NEPA process designed by the NPS.

Topic Question 3:

An alternative approach to Traffic Management along Moose-Wilson Road: Rather than choose any one of the 4 strategy groups identified in your newsletter, please consider this fairly simple approach. Pave the rest of the road (for the reasons I stated above) keeping the alignment/width/visual characteristics and road type of the new road as similar as possible to the existing paved road (slow, scenic, curvy, and not wide). Add several turnouts (using existing turnouts as appropriate and functional) that have room for a specific number of vehicles (passenger sized and types of vehicles as currently qualify, i.e. no trailers, big RVs, etc.), make the spaces at the turnout very recognizable (painted or better partly buried pavers or even partly buried logs) such that it is obvious when all of the spaces are taken. Make it clear at the beginning of the north and south entrances to the Moose-Wilson Road that cars can stop or pull out only at designated areas and that if a turnout is fully occupied, the driver cannot park in the road and wait but must drive on till they either find a spot or return when the road is not so busy. This gives people a chance to see the area even if they can't stop (sorta like the LSR) and anyone using the road to transit between the Granite Entrance and Moose will simply move along without impeding or being impeded by other users. It should also be made clear that speeding (>30 mph or even 25 mph), discourteous driving, illegal parking or stopping will result in being ticketed and if it is a commercial operation (wildlife tours, taxi, tour van, etc.) that their right to use the road for commercial purposes will likely be revoked (perhaps after a warning). This strategy will require that the 'social parking spots' be effectively closed with boulders or logs and that the Park strictly enforces the no-stop, no-parking, no-unauthorized pull outs and other rules of this road. Also, the parking/turnout spots need to be carefully selected so that there is a good potential of seeing or experiencing something of value (albeit at a safe distance) without infringing on use of the habitat by wildlife.

During one 7 year stretch (2001-2008) I drove the Moose-Wilson Road at least twice and sometimes as many as 6 times each day in order to complete work at the LSR Preserve. The above suggestion is a result of enduring 'jams' created by bears, moose, elk, deer, beavers, leaf-peepers, and 'lost souls' parked along side the road just looking/hoping for something to see or photograph. My suggestion is based on setting the road up so that its carrying capacity is more likely to be achieved by the limits of physical function and enforceable rules rather than over-run because of ambiguity or physical changes that discriminate among users. It's the same idea as at the JY (LSR) and its small parking lot; let space, time and patience dictate use levels. Having better, bigger parking lots at both ends would also be helpful especially if people chose to walk or bicycle the route or a portion of it from either end.

Topic Question 4:

Will the upcoming DEIS identify a fully described Proposed Action? Once the analyses of the comments received are completed, will the NPS identify a preferred alternative among the array of No Action, Proposed Action, and alternatives to the Proposed Action? Will there be a workshop or other public venue to discuss potential mitigation measures, ways of implementing chosen strategies, time-lines, and, very importantly, what the interests, concerns, ideas, issues, and suggestions from the several cooperating agencies for this project are/were?

I'm still not certain why supplementing the existing Park Transportation Plan for this road which was clearly addressed in the Final EIS and Record of Decision was not the better, more straight forward, and less expensive means of planning? Supplementing a decision or document allows for changed times and conditions but assumes that the Purpose and Need are still in effect. Has the purpose and need changed so much that a new EIS was needed and if so, why weren't all of the related, connected, and affected aspects of the overall transportation plan addressed in this fairly narrowly scoped proposed project?

Comments: The agreement used to transfer the LSR property to the NPS contains some very specific

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

language regarding changes to the physical setup of the 'Preserve' including the size and limit of the parking lot at the LSR. Enlarging that lot or adding parking nearby in order to accommodate more visitors as proposed under at least two of the alternatives would (in my opinion) be a violation of that agreement. I think that any element of any proposal that clearly violates that agreement should not be considered in the array of alternatives for this project unless modification of the agreement is reached between the NPS and the LSR 'foundation'. This issue goes to the very heart of why the LSR Preserve was established and made accessible to the general public.

Similarly, paving the portion of the Moose-Wilson Road that lies within the LSR Preserve is likely not as much of an issue as providing more parking at the LSR itself but needs to be clearly understood among the appropriate parties.

I think that following the NEPA approach as outlined in the NPS Guidelines, NEPA itself, CEQ Guidelines, and the findings from the huge amount of case law for NEPA would have yielded better and more defensible information from the public involvement process than the free lance approach used here. This may have been useful for gathering information for planning but it seemed quite awkward at this stage for NEPA. I am hopeful that now that the scoping/alternative development process is coming to an end; that some of the other aspects of the NEPA process can focus on the potential for a defined proposed action or an alternative to it to significantly affect the human environment for a variety of disciplines and interests that were not apparent in the preliminary alternatives newsletter. I found the purpose and need statement to be confusing and at times irrelevant to the specific task at hand. This was perhaps my fault but this view was shared by other NEPA specialists with whom I spoke.

Hopefully, some of my input makes sense. As someone very familiar with the project area and its users, I would be more than happy to clarify what I have stated in the likely event that it appears confusing or contradictory.

I know that developing these documents is often a thankless task, requiring much juggling and a thick skin. Thank you for your efforts and opportunities afforded for comment. I look forward to reading your responses to the preliminary alternatives newsletter and the DEIS. Please retain my name as a participant in this process.

Roy Hugie, PhD
Pioneer Environmental Service, Inc.
Project Manager for Reclamation, Planning, and Construction of Non-Building Facilities during conversion of the JY Ranch to the LSR Preserve (2000-2008)

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1871

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Correspondence Text

Topic Question 1:

Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

I am not supportive of any of the four proposed plans.

Topic Question 2:

Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

I do not think there should be any increase in pavement. I do not think there should be any increase in the speed at which vehicles can travel through the Corridor. I do not think there should be any increase in disruption of the habitat or fragmentation within the Corridor and I do not think there should be any large-scale removal of vegetation. I think the Park Service should eliminate commercial use of the Corridor as these vehicles speed and cause congestion.

I do not think that there should be a separate bicycle path. It would require still more habitat destruction and it would increase the number of people moving through the area and even some at speeds in excess of the current speed limit for motor vehicles. With more people racing through the Corridor would increase the likelihood of more human/grizzly conflicts.

Frankly, building a modern road in the Corridor would degrade the role of the Corridor as an area with a

low human footprint.

Topic Question 3:

Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

I think the core strategy should be to hew to the mission of the National Park Act as found 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."

Topic Question 4:

I am an environmentalist living in Northern Virginia. I regularly visit the Greater Yellowstone area and travel through the Moose-Wilson Corridor in particular. Biologically it is the jewel of the Park in jeopardy of being loved to death. Over the years I have seen the vehicle traffic through the Corridor increase dramatically leading to lengthy traffic jams, moose and bear jams. I live in a crowded metro area. I can assure you that if you widen a popular road, cars will fill it to the prior level of traffic and then some. You will have traffic AND a degraded Corridor. I urge you to value that Corridor as a National treasure, not a shortcut to the airport for locals, not a delivery zone for tourist buses, not a place we humans have a right to access with the speed and reliability we demand in so many other aspects of our lives. I urge you to address issues within the Corridor in a manner that conserves the rich biological diversity while making appropriate changes to lessen negative human impacts and never to increase them.

Comments: Thank you for being so thorough in considering options for the Corridor. I urge you to give extra weight to the ecosystem needs in the area as so many areas in our National Parks have been adapted for human needs. Let's tie the benefit of the doubt to the bears and the moose when it comes to the Corridor.

John Passacantando

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1872**

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Correspondence Text

What are you thinking???? This is a treasured national park you are charged with protecting, conserving and preserving for posterity.
CLOSE THE ROAD!!!
Do what is right....not what is politically convenient!

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1873

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Correspondence Text

Topic Question 1:

I don't think any changes should be made. I think they got it correct the first time; a lousy unpaved road which means you must drive slowly and will itself limit the number of cars. That means locals and visitors can view the wild beauty.

Topic Question 2:

I am 100% aainst a new dedicated bike path. I am an avid bike rider, at least twice a week. Additionally I am a bike path host in GTNP every Thursday afternoon. I interact with a lot people on the bike path and no one has ever said you need more dedicated bike paths in the area, just the opposite. They say they are so impressed with the number of bike paths we have. I agree that the unpaved portion of the Moose-Wilson is dangerous to ride a bike on and I wouldn't do so. Does every road need a bike path, NO!!! There is a safety factor for bikers if you have a dedicated bike path and that is the bears along the road in the fall and to a lesser degree in the spring as well. Though the path would be East of the current road you would still be at considerable risk for an encounter with a bear. Why in the world would you want to take any chance of this happening? Would the bears know that going East to the bike path is not allowed for bears to do so? Thank you, Robert(Bobby) L. Stein

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1874

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Correspondence Text

Topic Question 2:

[REDACTED]
[REDACTED]

Topic Question 4:

I do not think there should be a bike path along the Moose/Wilson Rd or anywhere in the vicinity. I was told 40 years ago by the man running the sleds on the Elk Refuge that the elk were not afraid of the sleds or horses but if a person got out and walked they would scatter. They are also not afraid of cars as we live on a ranch across from the Village and they don't run off when they see our cars. Also moose will charge a person walking and probably a bicycle. And of course it would take more land and disruption to build a path. Actually I'm in favor of leaving it the way it is and taking out the park entrance. Before it was made a park entrance there was not as much traffic especially in the early years we lived here as it was not on the maps as a major road to the park. If we have to have a paved road then I would suggest it be moved close to the dike to disrupt the wildlife as little as possible. I believe that is where the old road was. Those of us that live in or near the Village need a way to get North. It only takes me 30 minutes to get to the airport even with the dirt portion in bad repair and it takes 50 minutes to go through town. That's major in time at 5am and in gas. The Park entrance should never have been put there and it should be taken off the park maps. Nichols who was the superintendent at the time did it to make himself look more important. Please, please - we are paving this beautiful place for the bikers and runners/walkers and they have no business in being in that area. They have enough paths now and the county and town will be building more because they demand it. Keep them off the Moose/Wilson road. Thank you. Robin Lightner

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1875

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Topic Question 1:

Above all, protect the wildlife habitat...I ask myself "What would Laurance S. Rockefeller do"? I would keep that question in mind when you make a division..There should NOT be a bike path...That is disrupting the movement of wildlife and will be even more of a distraction. I hate to say it but I would pave the road so that it is less bumpy. Riding over the bumps is such a distraction that one can hardly look for wildlife in the area.

Reduce the speed limit.. I tend to lean toward Alternative B but I don't like the idea of a gate and preventing through traffic at peak hours. I do think that by stopping taxis and other commercial traffic that will help with congestion.

Topic Question 2:

I just think keeping it simple works...I would NOT be in favor of a bike bath...If allowed, next we will have skate boarders and skate skiers, then what? All of this activity distracts from the natural environment! Bikers just have to co-exist with cars on the road!

Topic Question 3:

Dave Wipper has the perfect solution..I quote "Reduce speeding throughout the corridor. A time stamped ticket would be given to each vehicle at either end of the Moose Wilson Rd. and then checked at the opposite end. if the vehicle exceeded a predetermined time for transit of the Moose Wilson Rd. then a camera would take a picture of the vehicle's license plate and the Park could issuer a citation

GREAT SUGGESTION DAVE!
comment ID 928569-60898/1787

Topic Question 4:

Relocate the existing Moose Wilson Rd as illustrated in alternative B to allow wildlife better access to the streams and ponds without crossing the current roadway. Pave the unpaved section of Moose Wilson Rd. Eliminate all commercial traffic except wildlife tours.

NO BIKE PATH

Installation of a new ranger station at the north entrance to the Moose Wilson Rd. but before the chapel road..

Install a ticketing and camera system at both entrances!!!

Comments: This stretch of land is a TREASURE to all of us who live in the valley. It should remain a simple corridor and should put wildlife and safety first...It should not be turned into a playground!! I hope you will make the right choice to protect Moose Wilson. This area deserves to remain pristine. To much of our land has been changed for the worse by people who put themselves above what is right for our wildlife...We are all here to see our wild animals, not people on bikes!

Thank you for your consideration of my suggestions!

Most Sincerely,

Debbie Reis

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1876

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Topic Question 1:

Closing the Moose Wilson road to commercial traffic i.e.. Taxis, wildlife safari trucks and other commercial sight seeing vehicles would go a long way to decreasing traffic and use of the road. Visitors and locals can travel the road in their private autos to view wildlife, get to the LSR or travel back and forth between Moose and Teton Village. 20 years ago it was a rarity to see any traffic in the early morning. Now it is a constant flow starting at 6 am slowed particularly by commercial sightseeing vans.

Changing the route at the north end to connect with the main entrance to Teton National park will also lessen traffic and probably increase revenue, as you will have to pay to enter the north part of the Moose-Wilson road. Taking the road east from the Saw Mill ponds towards the existing park entrance seems like the best idea,

Topic Question 2:

As a 20 year visitor to Jackson Hole and the surrounding area I feel that some of the ideas put forward in these alternatives do not reflect the motto for our National Parks which is "access for all". In addition, some of these ideas do not take into consideration the historical legacy that helped to create this wonderful area of our country.

First of all bikes are a wonderful way to see the area. But not everybody can ride bikes. Closing Moose Wilson road 2 days a week for bike traffic only would make it difficult or impossible for families, elderly and physically impaired to get to the LSR or to the many hiking trails that can really only be reached by this road. Bikes should be allowed to use the Moose-Wilson road.

I would be opposed to a bike path as it would just be added destruction to the habitat that I think we all want to preserve.

As a visitor my first year I was introduced to horseback riding in the Moose Wilson area from Poker Flats to Windy point and all areas in between. This was and is a quiet and incredible way to see the area. Horses are part of the great history of the Jackson Hole Valley and many visitors and locals appreciate the ability to ride the trails available both in the Moose-Wilson system and Teton National park. Hopefully with these alternatives closing more horse trails is not apart of the plan.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1877

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Correspondence Text

Topic Question 1:
See comments below

Topic Question 2:
See comments below

Topic Question 3:
See comments below

Topic Question 4:
See comments below

Comments: Comments on the Future of the Moose-Wilson Corridor

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.

I applaud the effort made to study and reflect and then propose the four alternatives for the future of the Moose-Wilson Road. I do not agree with any single one of the approaches but have strong feelings about parts of each. I'm using the NPS Mission Statement as a guiding principle.

I also think that it is important to remind the public that the Moose Wilson Road is in the National Park and should not be considered as part of the Teton County Transportation Plan. Sometimes it seems to me that locals think of GTNP as their park and not part of a National Park system.

Alternative A (No Action)

Keeping the road as a two-way travel corridor makes sense. Trying to control one-way traffic would be challenging and not necessarily beneficial to the wildlife. Also opening the road to motor vehicle use from early/mid-May through October 31 seems like a proper use of the road.

Alternative B

As a seven year volunteer at the LSR Preserve who has spent several hours in the parking lot, I have concerns about creating two parking lots. I believe in the intent of Laurance S. Rockefeller to want visitors to experience a somewhat serene visit to the preserve in contrast to the Jenny Lake area. If adding a second parking area means more people are out on the trails at once, I would be surprised if the Rockefeller Foundation would approve-at least by my understanding of the agreement for the property. Most visitors express their gratitude that the area is not crowded and spending time in the Preserve Center and on the trails is worth the wait in the parking lot.

Providing traveler alerts about the status of the parking lot could be helpful if feasible.

Relocating the trailhead and adding more parking for Death Canyon would be beneficial-especially for the visitors who do not want to wait at the LSR Preserve for parking. Already many people opt for Death Canyon adding to congestion at that trailhead.

If it is cost effective to pave the existing unpaved section with its current alignment and width and speed limit, I would favor this proposal.

I VERY STRONGLY AGREE with all of the proposal to realign the two segments of the northern portion of the road, especially removing the old roadway and restoring that section to natural conditions.

Alternative C

The logistics and the frustration of drivers would make the proposal to close the road to motor vehicles two days a week unfeasible.

I totally agree with the winter access and use plan to plow the road to Sawmill Ponds Overlook leaving the portion from there to Granite Canyon parking area available for cross-country skiing and snowshoeing.

Alternative D

I VERY STRONGLY OBJECT to the proposed multiuse pathway. I believe there are several areas in the park and surrounding areas for people to enjoy biking/ walking, etc. A bike path in the proposed area will create another disturbance for wildlife which is unnecessary and not in accordance with the park's mandate to preserve. I think there are some areas that are sacred and do not need more disturbance. I put wildlife protection before recreational use. The current closure because of grizzlies in the area further convinces me to not create another disturbance.

On a recent trip to Craters of the Moon National Monument, I was taken by some of the words on the signs along the Devil's Orchard walkway:

By congressional mandate, park managers must protect these exceptional volcanic features (insert natural features of GTNP), as well as make them enjoyable for visitors. When "protection" and "enjoyment" seem

at odds which of them do we choose? When enthusiasm today ruins a resource for tomorrow, how do we know what to do?

In this instance, I vote for protection-and a pathway seems to violate that mandate.

I appreciate the opportunity to express my opinions and I hope that in some way they will make a difference. I'm sharing one more quote I copied from Craters of the Moon which succinctly expresses my concerns:

"If we are going to whittle away at the parks, we should recognize at the very beginning that such whittlings are cumulative, and the end result will be mediocrity." Newton Drury, Director, National Park Service, 1940-1951

Respectfully,

Carol Schneebeck

Full-time resident of Jackson, WY

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1878

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Correspondence Text

Topic Question 1:

I support Alternative D because it strives to address safely and park wildlife resource concerns, however it needs significantly more work to hit the right balance between these two often-conflicting Park mandates. Please see my comments below.

Topic Question 3:

Many national parks are challenged by their conflicting mandates to manage for people and wildlife. While human use of park resources ebb and flow over time as is the case of the decrease in human use in the Moose-Wilson Road over the last 25 years, generally human use increases, causing incrementally increasing negative impacts on the wildlife. People can write and vote; wildlife can't. Thus, we are and will see an eroding quality of wildlife habitat that will ultimately vanish over time.

A bike path near to the Moose Wilson Road, while essential for safely (and valuable for enriching the park experience - more on this later), will have an incremental negative impact on the area's wildlife. As a way to reverse this general trend and mitigate this specific impact on Moose Wilson Road area wildlife, I recommend that the park balance the scales through mitigating actions to improve wildlife habitat and make this approach a requirement for all future wildlife degrading actions. Wildlife impact and mitigation can and should be measured to ensure that it restores degraded wildlife habitat, removes impacting structures or uses, or removes the chances of future wildlife habitat destruction in a particular area. Here are some suggested actions that may (if measured and fully committed to) balance the impact on critical wildlife species and habitat of a separate and distinct bike path:

- Fully and proactively restore the road bed and adjacent areas once the road is moved. While an obvious point, the chemicals put on the gravel section of road have been killing nearby vegetation for years. Restoration of these areas are an important part of the road restoration project;

- Phase out activity and park service programming in the White Grass Ranch area. The park decided to eliminate these buildings and all activity there many years ago, and now has brought use back to this wildlife-rich corner of the Moose Wilson Road area. Eliminating the construction and associated human activity there could go a long way towards balancing the wildlife-human scales.
- Making the purchase of inholding from willing sellers a high priority for the park with identified proactive actions to advance this initiative.
- Create seasonal or fulltime closures for wildlife in this area of the park.
- Centralize wildlife viewing areas to minimize human- wildlife contact. As any user of this road knows, there are only about 5 places where bears are seen. Creating viewing stations along the new road set way back from those locations could reduce wildlife - human contact.
- Designate a part of GTNP as wilderness.
- Limit seasonally (maybe by a bike count on a reservation-based system), non-recreational bike use of new pathway so that priority is given to family and slow-speed bicyclists. With the construction of the pathway to Jenny Lake I have come to realize that bike use in the park by families, visitors and other slow speed bicyclists is a much more interactive and meaningful way to experience the park than by car. Visitors in cars - closed metal shells - resort to their mobile devices for entertainment, not to understanding and enjoying the park. Get those same people out on bikes and they have a real park experience. The recreational biker is the one for which this new bike path should be designed. It should be specifically designed to encourage that level and type of use.
- Identify other actionable items in this area and elsewhere in the park that would restore and improve wildlife habitat to further offset impacts along this new road and bike path.
- Adopt a park screening process for any new park development that measures its impact on wildlife and requires more than equal mitigation for wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1879

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Correspondence Text

Topic Question 1:

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- Phase out activity and park service programming in the White Grass Ranch area. The park decided to eliminate these buildings and all activity there many years ago, and now has brought use back to this wildlife-rich corner of the Moose Wilson Road area. Eliminating the construction and associated human activity there could go a long way towards balancing the wildlife-human scales.
- Making the purchase of inholding from willing sellers a high priority for the park with identified proactive actions to advance this initiative.
- Create seasonal or fulltime closures for wildlife in this area of the park.
- Centralize wildlife viewing areas to minimize human- wildlife contact. As any user of this road knows, there are only about 5 places where bears are seen. Creating viewing stations along the new road set way back from those locations could reduce wildlife - human contact.
- Designate a part of GTNP as wilderness.
- Limit seasonally (maybe by a bike count on a reservation-based system), non-recreational bike use of new pathway so that priority is given to family and slow-speed bicyclists. With the construction of the pathway to Jenny Lake I have come to realize that bike use in the park by families, visitors and other slow speed bicyclists is a much more interactive and meaningful way to experience the park than by car. Visitors in cars - closed metal shells - resort to their mobile devices for entertainment, not to understanding and enjoying the park. Get those same people out on bikes and they have a real park experience. The recreational biker is the one for which this new bike path should be designed. It should be specifically designed to encourage that level and type of use.
- Identify other actionable items in this area and elsewhere in the park that would restore and improve wildlife habitat to further offset impacts along this new road and bike path.
- Adopt a park screening process for any new park development that measures its impact on wildlife and requires more than equal mitigation for wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1880

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Correspondence Text

Topic Question 1:
See comments below

Topic Question 2:
See comments below

Topic Question 3:
See comments below

Topic Question 4:
See comments below

Comments: Thank you for the opportunity to provide input to the Moose-Wilson Planning process. I am a resident of Jackson, WY. I feel strongly that the decisions made in this planning process should be made in the best interest of Grand Teton National Park's long-term health. The park belongs to the nation, not just the people of Jackson Hole.

I submit my comments in bullet form:

• The Goals and Desired Conditions as stated in the Preliminary Alternatives Newsletter are consistent with the NPS mandate to manage resources to maintain natural values for generations to come.

• The ecotone through which the Moose-Wilson road traverses has greater value to wildlife than any other segment of road in GTNP, as stated by GTNP biologists.

â€¢ The realignment (new road segment in Alternative B) should be a high priority. It will reduce the impact of the current road on wetlands and disruption of the ecotone.

â€¢ Lower speed limits would improve the safety for all users.

â€¢ The proposed separate multiuse pathway as proposed in Alternative D should not be built. This pathway would be detrimental to wildlife by causing further segmentation of available habitat. This area is near elk calving grounds. The space between the current road and the Snake River is relatively narrow, and GTNP has no control over the private lands to the east. The proposed pathway is inconsistent with the stated Goals and Desired Conditions of the planning process.

â€¢ Bicycle use of the road should be considered in terms of impact. Studies show that a person on foot causes more disturbance to ungulates than a person riding in a car. I've worked with the U. S. Forest Service to coordinate a study of the impact of motorized vehicles and people on ungulate populations in the Gros Ventre in early spring and summer during the migration. We observed that a person riding a bicycle has an even greater disturbing effect on wildlife than a person walking. Perhaps that is because a human on a bicycle presents the human form, but moving much faster. I hope GTNP has data on the changes of behavior of elk since the current bike pathway was built. And from a safety standpoint, what is the potential of creating dangerous conflicts between humans and bears?

â€¢ I am in favor of relocating the Death Canyon trailhead to the White Grass Road junction.

Respectfully,

Charles Schneebeck

Full-time resident of Jackson, WY

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1881

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Notes:

Correspondence Text

Topic Question 1:

I believe that the Adaptive Strategy in Alternative B offer the best/most realistic plan of those presented. It would maintain access into this special ecosystem/area of GTNP visitors from both the Moose (north) and Teton Village (south)entrances without making an appointment, etc.. It is not dependent upon the day of the week, it does not eliminate the possibility of access to this area (or even through this area) to motorized vehicles through normal seasonal travel. It does not discriminiate against bicyclists, although I do feel that eventually the separate pathway for hikers/bikers presented in Alternative D should be added. As a handicapped individual, I do not have access to park areas that do not allow motorized vehicles any more. Dual access to the LSR preserve is important to me because they have wonderful settings/etc. for me while the rest of my party hikes the trails. It would be terrible to lose this access to handicapped individuals from either park entrance any day of the week.

Topic Question 2:

Current situation is hazardous for people & animals. Do not think alternatives designating certain days of the week or necessitating appointments is fair to those who are only here for a short time. People coming here to relax should not have to focus on which day of the week it is; appointments will invariably be missed and others lose out because of no-shows. Weather is another uncontrollable factor, which also makes day/time restrictions across the board seem unfair.

Topic Question 4:

- You need the turnout areas for people to be able to stop and see things, not just racing through or endangering others by stopping anywhere they want.
- Would recommend adding the bike/hike path to Alternative B when finances allow. The road is far from

ideal for shared traffic but I do not think handicapped individuals should be discriminated from accessing this road on any day.

Comments: Although my mailing address is currently in CA, I have been visiting GTNP for 37 years and recently bought property in Jackson. This will allow us to spend much more time there after retirement in 2 years. I have had some of my most positive and memorable encounters with wildlife along the Moose-Wilson Road over many, many years.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1882

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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1883**

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Notes:

Correspondence Text

Topic Question 1:
Since I have not studied the preliminary alternatives, I do not feel qualified to comment on this aspect but I do want you to know how much your careful planning for this project means to me.

Comments: Since the Grand Tetons are one of my favorite areas to visit, I just want you to know that every part of that park is "sacred" and plans to preserve its quiet way of life and its precious wildlife from ever encroaching "civilization" with its threats are essential and so vital to its continued existence. PLEASE do everything possible to study and make wise decisions to ensure that happening. Thank you!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1884**

Author Information

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Notes:

Correspondence Text

Topic Question 4:
Hello

We live in Wilson Wyoming and enjoy the quiet and animal sightings. We wish to keep the Moose-Wilson Road quiet and very slow. We do not support widening and paving that would help only a few to get to their houses in Teton Village. We support the rest of the world that comes here for a wild escape to see bears, owls, and moose and not more paving, more cars, more speed, more hectic life-style. Please save the Moose-Wilson road and avoid more development of the road.

Sincerely,

Kathryn McCance & John Wolfer

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1885

Author Information

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Notes:

Correspondence Text

Topic Question 1:

The Mosse Wilson road is a treasure in Grand teton National park. The first reaction to the plans presented is no action. However, Alternative A is not a wise use of the resources in the Park. Traffice has gotten out of control and the traffic issue must be addressed. Alternative B does address this issue through traveler alerts and a realignment of the northern section of the road away from critical wetlands. I feel these items should be carried forward to protect the resources of the Park. I also appreciated the re;ocation of the death Canyon trailhead. In winter I agree that the Moose Wilson road should not be groomed. We need to leave this area of the Park as wild as possible. Under ALterbative C , i beleive that leaving the unpaved potion of the road should remain to help slow traffic down an to rtain the more wild character of the area.

Topic Question 2:

Under Alternative D is the idea of a separated bike path. I feel this should be dropped from considration as it will not maintain the character of the resources of the Moose Wilson Area. The Moose Wilson road should not be considered a part of a greater transportation plan for Teton County. This is a National Park and not a playground for local, county or state interests but for all visitors to this tresure of a NAtional Park.

Topic Question 3:

A park service or concessionaire transit system should be considered for the area to cut down on traffic congestion cause by individual motor vehicles and allow for hiking and biking safety in the area. The Park should protect wildlife and wildlife habitat. Protect the resource and values underwhich the National Park service was founded and supported.

Even with the changes to the northern part of the road in alternative B the Moose Wilson Road must be maintain as it presently is, as a small, narrow, slow speed backcountry route.

Topic Question 4:

The Park Service must give the highest priority to protecting wildlife and habitat in this area. There is no other area in the Park with such diversity of wildlife from moose, elk, to predators such as wolves and grizzly bears and many bird species. Please protect the natural resources and values of this wonderful area. Finally, please analyze various management techniques and strategies to provide the most effective ways of protecting the natural resources and values while providing safe wildlife viewing and recreational opportunities for all visitors. One of these strategies is to fully evaluate a public transit system managed by Grand Teton National Park.

Comments: Thank you for the opportunity to comment on the preliminary alternatives for the Moose Wilson road. The most important aspect to me is to protect the resource and values of Grand Teton National Park. Teton County should not be pressuring the Park to provide commuter access and a recreational area for a small but well connected pathway group.

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/14/2014
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Notes:

Correspondence Text

Topic Question 1:
see comment below

Topic Question 2:
see comments below

Topic Question 3:
see comment below

Topic Question 4:
see comment below

Comments: To: National Park Service Moose Wilson Planning Team:

14- September - 2014

Thank you for this opportunity to comment:

I have not read pending NEPA/EIS or ROD therefore refrain from selection of the current possible alternatives.

1) We expect to make decisions based upon most accurate science to evaluate facts.

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

â€¢ We also know that activities of wildlife are episodic based upon available food and water and we know that habits, migrations and populations are cyclical therefore "short term" studies may be anomalous in a greater study context over time.

2) Preserve the historic two way passage keeping speeds low and control traffic volumes.

â€¢ IDEA: = A shuttle bus from Granite Creek trail head to LSR to Moose visitor center and back again (with bike racks?) to move more people with fewer vehicle trips?

3) The corridor cannot be fully experienced from "cars", "buses" on foot or by bicycle alone.

â€¢ I would like to see more parking pullouts to allow for photographs, short walks and direct environmental / experiential exploration aligned safely along straight-aways.

â€¢ Because the roadway is curvy and narrow getting out of a vehicle and getting into direct natural experience is currently restricted and/or risky!

4) Some alternatives might unintentionally under serve accessibility for ADA person needs.

â€¢ Their consideration for access suggests paved, separate pathway amenities within the corridor.

5) Commercial traffic, taxis and heavy transit may need to be limited.

â€¢ Folks wishing to see Grand Teton National Park and enjoy this particular corridor is a highest priority to be well served and improved.

6) The Beaver Pond area is hazardous.

â€¢ A realignment bringing relief to wildlife and to create safer multi use passage is an intuitive, common sense work result.

7) Expand a new Death Canyon parking nearer to current Moose Wilson road alignment.

â€¢ Begin trail at new parking area. Snow plow in the winter for winter activities please?

8) Expand and improve parking lot at Granite Canyon.

â€¢ It is often over parked leading to spill out onto the road. Snow plow in the winter for winter activities please?

9) I understand that significant private funding may be available for construction of a separate pathway and for it's ongoing maintenance.

â€¢ Given finite federal budgets, should we provide (?) a multi modal pathway make it as LEAST INVASIVE of habitat as POSSIBLE perhaps immediately adjacent to the road in some stretches and marginally distant from road traffic only when absolutely essential for safety.

10) Take advantage of private funding if and when it can be obtained.

â€ Citizenry benefit when The National Parks are accessible the public benefits when philanthropic resources can both relieve federal budget constraints and allow better outcomes to become realities.

â€ I cite the Craig Thomas Visitor center as a shining example of a public private partnership resulting in an exceptionally valuable access, preservation and teaching tool.

Thank you, Don Frank Jackson Wyoming

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1887

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Correspondence Text

Topic Question 1:

None of the alternatives as now proposed address the most important mission of the NPS as it relates to GTNP (a 'wild park' rather than a 'cultural park'), and that is to give highest priority to protecting both the landscape and the wildlife. With the increased use of the Moose-Wilson Corridor by grizzly bears, the need for 'wild space' is more important than ever, more important than use by people. You need an alternative that closes the Moose-Wilson road to through traffic all year round.

I like the strategy that calls for 'realigning the road segment between Sawmill Ponds Overlook and the Death Canyon Road junction, moving the road east of the beaver ponds and removing the old roadway'. This strategy addresses the need to avoid human/wildlife conflicts.

Topic Question 2:

Any alternative that keeps the road open to through vehicle traffic will not achieve the NPS mission to protect the landscape and wildlife in the area. There will be ever-increasing traffic on the Moose-Wilson road as Teton Village grows, and the airport continues to bring more and more people here.

I think the time is now to close the Moose-Wilson road to through vehicle traffic forever. If the Moose-Wilson road is kept open to through traffic under any alternative, it is only a matter of time before special-interest pressure will result in a paved, two-lane or eventually four-lane road, open year-round to through traffic. Better roads mean cars travel at higher speeds, not good for wildlife.

I am against building a new and separate bike path through this sensitive area. There are enough bike paths in the Park now.

Topic Question 3:

1. Permanently close the Moose-Wilson road to through vehicle traffic all year long. This protects wildlife.
2. Remove the section of road between LSR and the Granite Creek trailhead. Narrow that section of removed road to make it more like a trail, accessible to walking and bike traffic, returning the rest to its natural state. Do not pave it. Keep it as natural as possible. Removing this section of road will make it much more difficult for political or special interest pressure to re-open this section of the road in the future. Again, this protects wildlife.
3. Provide 2-way access to LSR and Death Canyon only from the north on the re-routed road that avoids critical wildlife habitat areas. With such intentionally-limited parking space at LSR as a directive of Mr. Laurance Rockefeller, visitors will potentially have to make reservations to park and hike there.
4. Provide 2-way access to Granite Creek trailhead only from the south. Expand the parking area for those who want to hike Granite Creek, or walk or bike north on the 'trail' section that used to be the road.

Topic Question 4:

Grand Teton National Park is a national AND international treasure. Local people always feel their needs should be met before those of people who may or may not ever visit this park. How much tourism infrastructure growth can we sustain before we ruin our treasure of a park that visitors come to experience?

Please think to the future and remember that the main reason people from all over the world come to GTNP is for its wildness, for its open spaces, for its wildlife. Making access incrementally easier and easier will destroy the very special character of this park. Just look at our airport. Bigger and better? Or just bigger and busier? I do not want to see the Moose-Wilson road become a major connector to the highway to Yellowstone. Thank you.

Comments:

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Correspondence Text

Topic Question 1:

None of them meet a broad range of needs. Each seems to be designed to appeal to a specific group.

So.... Option E....

The road should be open all the time.

There Should be a bike path.

If necessary a portion should be relocated to the sage flats.

It should all be paved.

There should be as many turnouts as necessary for visitors.

Topic Question 2:

As above, each alternative ignores certain needs.

Topic Question 3:

Yes. Pave it. Keep it open 24/7. Add a bike path. Add as muni turnouts as possible.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1889

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I do NOT support D because it would phase out horseback riding in the Sawmill Pond area...

The ride to Trail Ranch, White Grass is absolutely beautiful and perfect for horses...it does not conflict with hikers...Let it be.

I support C

My family has vacationed in Jackson Hole, in particular at the R Lazy S since 1988- every year....
We have seen many trails become not available to horses over that time.

PLEASE do not take these trails away.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1890**

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Correspondence Text

Forgive my comment made earlier this evening.....I misread the part about horseback riding....

It is my understanding that in D, the sawmill Pond Trails will still be open to commercial horseback riding.

This is a ride that keeps us coming back...Love the trails near White Grass, Trail Ranch...

So- if that is true, I do support D.

I will be returning for a second time later this week...Look forward to hearing the results of this survey..

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1891

Author Information

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Correspondence Information

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Date Sent: 09/14/2014 Date Received: 09/14/2014
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Correspondence Text

Topic Question 1:
Please see Question 4 for the answer to this question

Topic Question 2:
Please see Question 4 for the answer to this question

Topic Question 3:
Please see Question 4 for the answer to this question

Topic Question 4:
September 14, 2014

David Vela
Superintendent
Grand Teton National Park

Sue Masica
Regional Director
National Park Service

RE: FRIENDS OF PATHWAYS COMMENT LETTER ON MOOSE-WILSON CORRIDOR

Submitted online via PEPC
Original mailed

Dear Superintendent Vela and Director Masica,

Thank you for your preliminary alternatives for future management of the Moose-Wilson Road. We appreciate the opportunity for Friends of Pathways to comment on the ways we support the National Park Service and especially Grand Teton National Park.

Friends of Pathways (FOP), a 2,200 member organization dedicated to safe and sustainable trails and pathway systems, is deeply committed to supporting the NPS and GTNP to find specific ways to protect the wild and natural resources of the corridor while enhancing visitor opportunities. We believe the innovations presented in Alternative D would enable the NPS to: 1) mitigate and manage traffic issues while retaining the unique character of the Moose-Wilson road, 2) encourage environmentally sound solutions to address increased corridor visitation, and 3) enhance visitor education and experience in this unique corner of GTNP. We encourage you to study Alternative D as your preferred alternative for this Environmental Impact Study.

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Friends of Pathways supports Alternative D, because it will:

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

pathway can be built in harmony and balance with wildlife and the environment. For those that have expressed concern about the presence of heavy equipment in the corridor, FOP points to the fact that GTNP constructed the Laurance S. Rockefeller Preserve and the Cheney Bridge service road within the corridor. These construction projects required considerable amounts of heavy machinery, concrete and building materials, yet they were managed in an environmentally sensitive way. We have not heard any complaints from the public about these park construction projects, nor the improvements at Jenny Lake. The fact is, the Park is very capable of managing these types of projects without environmental degradation.

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FOP supports keeping the Moose-Wilson Road slow, windy, and narrow. We encourage GTNP to set and enforce slow speeds, and determine road capacity limits to preserve the roads rural character. FOP does not support changing the Moose-Wilson roads two-way access to one-way traffic only, as this will only result in increased driver speeds, increased danger to cyclists and pedestrians, increased fossil fuel consumption, and increased impacts on roads within and surrounding GTNP. One-way drivers are more confident, and without the risk of oncoming traffic, tend to drive faster. This type of scenario is extremely dangerous for cyclists who may travel the road in opposition to traffic flow. While a separate pathway would ameliorate that danger, the fact is, one-way roads have the same environmental consequences as road closures. One-way requirements will force many drivers to make lengthy trips around the park. In this case, a short 7-mile drive would be extended to as much as 40 miles for a visitor who enters the park from one entrance and needs to circle back their original destination. These circle back trips will put more pressure on roads like Spring Gulch, and highways 390 and 89.

4) Promote future stewardship of the Park

The NPS vision for the Centennial celebration of the Park Service should be about protecting the Parks natural resources for another century. On the ground this means encouraging sustainable modes of recreation and transportation within the Park, and inspiring diverse public engagement so future generations will respect, appreciate and support the Parks wild lands and creatures. Just as our country and world is evolving, so should GTNP.

For its long-term sustainability, the NPS needs to engage a diverse, younger generation of supporters. Pathways are one way to engage this demographic. Especially on the Moose-Wilson Road, the iconic experience of walking or biking that corridor outside of a vehicle will last a lifetime - and may result in a lifetime of support for the NPS. If the Park continues to cater to older generations, that tend to be more traditionally car-centric, they will be ignoring a critical opportunity to connect with its future stewards.

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As a community defined by outstanding natural beauty and abundant wildlife, Teton County has led the way in building a world-class non-motorized transportation and recreation system. Visitors to both the Park and Jackson Hole are drawn here to have an unparalleled natural experience. More and more of the vacationing public are traveling to destinations where they can escape their everyday dependence on cars and recreate in a natural setting. This is good for our economy, our National Park systems financial sustainability and for our environment. Alternative Ds inclusion of a separate pathway and increased winter recreational opportunities (grooming the unplowed section of the Moose Wilson Road and retaining access for backcountry skiers at Death Canyon parking area) will encourage and enhance the visitor experience without significant impacts to park wildlife or natural resources.

Planning a management system for a natural environment should include inviting people to travel in a more minimalist and environmentally sensitive manner. The preferred alternative should include opportunities to get individuals and families out of vehicles and on a pathway or groomed winter trail, where they can smell the air, feel the breeze, enjoy unbounded views of the scenery and relish the sounds around them. This is the visitor experience that the Park service should emulate, not car-centric but sense-centric.

6) Increase Safe Access in the Park

Some have cited that only 3% of the users on the Moose-Wilson road are cyclists, so there is no reason to defer to this small user group. This statistic only holds merit because the Moose-Wilson road is much too dangerous for the average cyclist to navigate. Most cyclists and pedestrians do not feel comfortable sharing narrow and windy roads with distracted drivers. Certainly this road is not safe for children or less confident cyclists. If you are truly going to be forward thinking in your solutions for getting people out of their cars to experience the Park, then you will have to address the safety of the Moose-Wilson road for non-motorists. A separate pathway will address safety for everyone - able bodied and those with mobility challenges. There is a portion of park visitors that cannot access the park on dirt trails or gravel paths. Their choices are few for experiencing the sights, sounds and solitude the Park has to offer. Arguably, these are the people who may benefit the most from Alternative D.

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Safety is important. The Jenny Lake pathway was built after a distracted driver killed a 13 year-old cyclist. The north Highway 89 pathway was built after a distracted driver killed a local cyclist and part-time GTNP employee. We dont need another tragedy to substantiate the need for a pathway on the Moose-Wilson Road corridor. When the Hwy 22 pathway is complete in 2016, more cyclists will be riding the 30-mile Grand Loop through the Park via the Moose-Wilson road. There is a 7-mile gap between the existing pathway at Granite guard station and the Moose pathway. Missing links in pathway systems encourage pedestrians and cyclists to take chances on road sections that are not built to accommodate them. This creates a hazard for everyone, drivers included. This gap is a dangerous invitation to ride the road to get to the other separate pathway. This EIS is the opportunity - the imperative need - to plan safely for this inevitability.

Additional Enhancements to Alternative D

FOP believes that Alternative D could be enhanced with several adaptive strategies, most specifically:

1) Identifying and Enforcing Vehicle Capacity Limits to Reduce Traffic Volumes

Alternative D gives GTNP the ability to use traffic data for managing vehicular use of the road and set capacity limits which will retain the corridors rural character and protect its wild, scenic and natural resources. The ability to measure and manage traffic will allow GTNP to be flexible, and responsive to present and future concerns.

FOP supports the idea of a reservation system for managing vehicle capacity on the Moose Wilson road. Gates and closures dont reduce traffic counts by quantifiable means and cause unintended environmental consequences, creating more traffic through mid-point turn-arounds at LSR and long circumnavigations around the Park to get to Moose.

Of the three methods put forth by park management for managing traffic - daily closures, through traffic closures at LSR, or a reservation system, only the reservation system is flexible enough to truly manage traffic volumes up to the Parks self prescribed limits. A reservation system could be devised to be as simple or complex as the Park feels is needed and can change over time, depending on experience or technology changes.

2) Developing a Public Transit Program

FOP supports the establishment of a park transit system through public/private partnerships to further reduce traffic impacts on the Moose-Wilson Road. By working with established public transportation programs in Teton County, the Park can reduce GTNP budget pressures and avoid duplicating costly start-up and infrastructure expenses. FOP envisions a Park transit system that fully engages the visitor, allowing for educational opportunities from the seat of a small bus or sensory learning from a pathway.

Once a road capacity benchmark is established, the community and entities like FOP, Teton Village, the Town of Jackson and Teton County can be engaged partners in helping the Park achieve specific metrics and real traffic reduction on the Moose-Wilson road. To illustrate, if the NPS said 2,000 vehicles are the daily peak limit, then through partnerships, an additional 200-500 vehicles a day could be reduced through comprehensive transit choices and a multi-use pathway. GTNP sets the vehicle numbers and the vehicle reduction goals. Partners assist and help pay to achieve these goals. Under that management approach, the road character is protected through reduced traffic volumes and visitors have expanded opportunities to forego driving. Wildlife benefits, visitors benefit and the Park benefits. If traffic is the problem, then let partnerships, public transit and non-motorized transportation serve as the foundation for solutions.

Public transit could be staged at the Teton Village parking areas, May-October. Small buses or size appropriate shuttles with bike racks would provide a real environmental benefit to park visitors and would offer a preferred alternative to car-jams and difficult driving. Visitors in transit are ready audiences for educational messages - and the Park could design and script those messages to further environmental ethics, stewardship, park values, and opportunities to support the Park Service.

Those who use transit or non-motorized transportation could even be incentivized by not needing a reservation if such a system existed. Transit could be thoughtfully planned and designed proactively for top stops such as Jenny Lake, Craig Thomas Discovery Center, Laurance Rockefeller Scenic Preserve, or Dornans. Such a thoughtful, integrated transit plan could reduce thousands of vehicles weekly, and may be supported in part by the private sector. Alternatives A, B and C all rely heavily on vehicle-based ideas that dont reduce traffic quantifiably, or simply shift vehicle pressures elsewhere. Only Alternative D relies on safe non-motorized innovations and adaptations to manage people outside of vehicles in positive,

progressive ways.

3) Pursuing Private-Public Partnerships for Funding Solutions

At Jenny Lake, funds were raised privately through the GTNP Foundation to pay for \$16 million of improvements for visitor access and experience enhancement. The Environmental Assessment analyzing the Jenny Lake project did not identify fiscal barriers as a detriment to the projects approval or construction. To the contrary, the EA relied on the knowledge that private donations would be utilized.

The same strategy should be implemented for the Alternative D study. The project should be predicated on using private dollars to implement traffic reduction solutions in this Moose-Wilson Corridor EIS - including the pathway construction and maintenance. Private-public partnerships may also help pay for the needed transit. Private dollars can be directed to the GTNP Foundation to support transit management, or partnerships could be established which give GTNP control of the transit management system without having to pay for costs of construction or implementation.

Just as at Jenny Lake, do not let money be the rationale to reject a proposal that will enhance the park significantly. GTNP is located next to one of the most generous communities in the nation. Ask. Partner. FOP is willing to work with the GTNP Foundation to find private dollars for pathway construction and maintenance.

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FOP supports having only one northern entrance station as a way to promote cost savings and streamline road functionality and access. We urge GTNP to study a single entrance station design at the northern entrance for both the Teton Park Road and the Moose-Wilson Road.

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The southern portion of the study area has a long history of horseback riding use. Where the alignment of the pathway impinges on trails used by equestrians, the horse trail should be realigned and reclaimed in a way that best accommodates both user groups where possible. Consideration should be paid to horse rider safety in locations where horse trails will cross the road and pathway. The parking areas at Sawmill ponds, White Grass Road junction and Poker Flats should continue to accommodate trailer parking.

Review of Other Alternatives:

ALTERNATIVE A

This do nothing strategy would allow for diminished environmental protection of Park values and wildlife, and would do nothing to enhance wildlife habitat, deepen the visitor experience or increase pedestrian or cyclist safety.

ALTERNATIVE B

Gating the middle of the Moose-Wilson Road to prevent through-traffic is a substandard solution with unintended consequences of increasing traffic impacts on both ends of the Moose-Wilson Road, as well as the nearby road systems in and outside of the park. Alternative B encourages cyclists and pedestrians to share the windy and narrow road with cars; not only does this discourage most people from choosing to

cycle, run or walk the road, but it jeopardizes the safety of those who choose to travel that way.

ALTERNATIVE C

Two day road closures as proposed in this Alternative will: 1) be very difficult to manage and communicate to the general public, and 2) have the same unintended consequences of increasing traffic impacts as the closures suggested in Alternative B. Closing the road two days a week does not make this road any safer for pedestrians and cyclists on the other five days that the road remains open. For certain, cyclists and pedestrians will show up to use the road on a day when it isn't closed to cars, and will just take their chances. A separate pathway is the safest way to encourage pedestrians and cyclists. This alternative will also limit historical non-motorized winter access to Death Canyon by only plowing to the Sawmill Ponds. FOP supports healthy human-powered winter recreation, and does not feel that restrictions on these activities are necessary.

In conclusion, finding a balance between preservation and public use, ensuring wildlife and resource protection and enabling a more meaningful visitor experience in the Moose-Wilson corridor are all achievable goals. Well-planned transit systems, realigning sections of the road and consistent non-motorized use by pedestrians and cyclists will positively benefit wildlife and the environment, and reduce traffic impacts in the Moose-Wilson corridor. The strategies outlined in Alternative D, along with other enhancement recommendations FOP has submitted, are forward-thinking and dovetail with national trends to encourage healthy lifestyles and a healthier environment.

Thank you to GTNP and the NPS for this extra opportunity to comment during the scoping process. We are grateful for your consideration and welcome any opportunity to support GTNP and the NPS in achieving balance on the Moose-Wilson Road.

Sincerely,

Katherine Dowson
Friends of Pathways
Interim Executive Director

Comments: September 14, 2014

David Vela
Superintendent
Grand Teton National Park

Sue Masica
Regional Director
National Park Service

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Review of Other Alternatives:

ALTERNATIVE A

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ALTERNATIVE B

Gating the middle of the Moose-Wilson Road to prevent through-traffic is a substandard solution with unintended consequences of increasing traffic impacts on both ends of the Moose-Wilson Road, as well as the nearby road systems in and outside of the park. Alternative B encourages cyclists and pedestrians to share the windy and narrow road with cars; not only does this discourage most people from choosing to cycle, run or walk the road, but it jeopardizes the safety of those who choose to travel that way.

ALTERNATIVE C

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

Two day road closures as proposed in this Alternative will: 1) be very difficult to manage and communicate to the general public, and 2) have the same unintended consequences of increasing traffic impacts as the closures suggested in Alternative B. Closing the road two days a week does not make this road any safer for pedestrians and cyclists on the other five days that the road remains open. For certain, cyclists and pedestrians will show up to use the road on a day when it isn't closed to cars, and will just take their chances. A separate pathway is the safest way to encourage pedestrians and cyclists. This alternative will also limit historical non-motorized winter access to Death Canyon by only plowing to the Sawmill Ponds. FOP supports healthy human-powered winter recreation, and does not feel that restrictions on these activities are necessary.

In conclusion, finding a balance between preservation and public use, ensuring wildlife and resource protection and enabling a more meaningful visitor experience in the Moose-Wilson corridor are all achievable goals. Well-planned transit systems, realigning sections of the road and consistent non-motorized use by pedestrians and cyclists will positively benefit wildlife and the environment, and reduce traffic impacts in the Moose-Wilson corridor. The strategies outlined in Alternative D, along with other enhancement recommendations FOP has submitted, are forward-thinking and dovetail with national trends to encourage healthy lifestyles and a healthier environment.

Thank you to GTNP and the NPS for this extra opportunity to comment during the scoping process. We are grateful for your consideration and welcome any opportunity to support GTNP and the NPS in achieving balance on the Moose-Wilson Road.

Sincerely,

Katherine Dowson
Friends of Pathways
Interim Executive Director

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1892

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Notes:

Correspondence Text

Topic Question 1:

I very much like the idea of limiting access to bicycles only a couple of days per week.

Topic Question 2:

I do not think there needs to be better car access to this area- - there is already plenty in the rest of the park, and in Yellowstone. If there is continued demand for car access, perhaps this could be met by protecting more land, rather than by reducing the quality of wilderness in the few spaces we have set aside for this. I did not see an evaluation of the impact on wildlife of increasing human/car access to this area; it could be that an increase would reduce the amount of wildlife people come to see (in addition to increasing noise, etc that bothers human visitors seeking a quiet experience).

I also worry about commercial access to the area on days when individual vehicles are restricted. This needs to be carefully managed, to give access to people who are not able to bike, without unduly privileging those who can pay, and those who run such businesses.

Topic Question 3:

I believe that there should be days on which individual motor vehicles are not allowed in the area. However, I think there also needs to be access on those days for people who cannot/do not want to bike. I would prefer that most of this access be via National Park Service (rather than private contractor) personnel. This could be funded by such means as greater fees levied on those businesses that are allowed to operate in the park (including hotels, etc.) - - they gain quite a lot from being able to operate in land owned by the public, so a significant portion of the fees charged should go back to the public. In particular, any permits issued for commercial businesses in the Moose-Wilson area should be auctioned

off.

Topic Question 4:

I very much like the bicycle-only days. It might be good to ease access to bicycles, eg, by some sort of bike-share system at the entrance to the road.

thanks for the opportunity to comment

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1893

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Correspondence Text

Topic Question 1:

1) The various proposals to limit traffic by quotas or even by the day seem appropriate. Because people will be less sure of whether the road is open they will seek other options. While I understand that going through Jackson or Spring Creek adds inconvenience and mileage for those in Teton Village, I do not believe it is GTNP's job to solve the county road management issues. The county (and city and state) benefit enormously from GTNP's presence. It is GTNP's responsibility to manage the park resources properly for the future (and current enjoyment, not convenience); it is not GTNP's responsibility to solve the county's traffic problems. That is to say, your approach limiting traffic to ensure the resources are not over-taxed and the people who do drive the road can actually have a park experience, is a good (even if inconvenient) approach. The NPS has used quotas elsewhere, eg Grand Canyon river trips, and although this situation is so intertwined with traffic issues that people can lose perspective, GTNP is correct in not succumbing to the pressure to solve the county traffic problem and instead to stay true to managing its resources.

Topic Question 2:

1) I strongly oppose the addition of a separate multi-use pathway as proposed in Alternative D. This will not only damage more habitat but also increase the potential for problematic human-wildlife interaction.
2) I do not believe additional commercial activities, as envisioned in Alternative D, would achieve the purpose and need of the plan. Commercial activities, once established, can become the tail wagging the dog since the businesses do come to expect a certain amount of access and would be hurt if the circumstances changed and commercial activity needed to cease. Subsequent management changes reducing the presently proposed commercial activity, should the need arise, might meet strong

opposition.

3) I am concerned about the proposals to change the Death Canyon trailhead location as proposed in B and C. I've used the trailhead as both a climber and a hiker. As a hiker I would not be concerned about adding a mile to the hike. However, adding a mile to the front end of the approach to the some of the classic Death Canyon climbing routes does raise some concerns. Climbers start hiking early as it is so that they can do the approach and climb the multi-pitch climbs and get off before afternoon storms hit. With an additional mile to hike, climbers would have to start that much earlier, possibly have more wildlife interactions, or if they didn't start early enough perhaps be dealing with more afternoon storm exposure. Not undo-able of course, but given that the road already exists (and gets significant use, based on my experience trying to get a parking spot there)I would prefer to see improvements to the road to limit its ever-widening as people try to avoid potholes and boulders. Perhaps the White Grass option is a good compromise, I can't say for sure. I don't have enough time prior to the comment deadline to fully consider the options.

Topic Question 4:

As someone who has bicycled the Moose-Wilson road, I do not feel a separate pathway is necessary. The speed people drive is slow enough, people are courteous. There are plenty of bike paths in the county, at this point, providing plenty of options for those who feel they must be on a separate pathway.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1894

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Correspondence Text

Topic Question 1:
Protect wildlife first and foremost!
We need uninterrupted, quiet places to go to reconnect with nature.

Topic Question 2:
Opening up more wilderness to vehicles, traffic, and interruptions.
This is not conducive to a happy wilderness or stress free wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1895

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Topic Question 1:

As a West Bank resident, I would stay with plan A for the immediate future. However, I would pave the dirt portion. The constant rescraping and chemical dust control is a waste of money. As an avid bicycle rider, I deem the entire road unsafe for bicyclists. The road is narrow, winding and drivers are far too distracted to give adequate attention to bikes. I think that before any radical change to the road plan is adopted a study needs to be made for the feasibility of a north bridge linking an east-west passage to the highway and airport along the south edge of the park. Dramaticly reducing the mileage between Teton Village and the highway means less vehicle exposure to wildlfe and less carbon emissions across the valley. It would also make other more restrictive alternatives for the present road more pallitable.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1896**

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Correspondence Text

Topic Question 1:
Plan D would serve the park, the wildlife and visitors the best and in the safest manner

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1897

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Correspondence Text

Topic Question 1:

I believe the majority of the strategies identified in Alternative D will help GTNP best achieve their stated goals. Specifically, I think traffic impacts will be reduced significantly by establishing a peak carrying capacity for vehicles on the Moose-Wilson road, and then managing that capacity with a reservation system or other technology. I think that the addition of a separate pathway is critical to encouraging people to NOT drive. Many people drive the corridor to either visit the LSR preserve or to just experience its beauty. Since I live in Wilson, I take the Moose-Wilson road with my family, often to go to String, Phelps or Jenny Lake. A 7 mile pathway would be an incredible incentive to my family, and to many others, to experience the park outside of a car - with the sights, smells and sounds of GTNP. My family and I use the Moose to Jenny Lake pathway frequently, and I am always amazed at the range of people I see out there - many young children, people with hand cycles, even wheelchairs! I hope GTNP will set the standard for more pathways in our national parks - they are a great conservation and education amenity. I have heard some people say that a pathway would harm wildlife, but I believe cars are a lot more dangerous to wildlife than just about anything else in the Park. The park has a car problem, not a bike or pedestrian problem.

I also think the north end of the Moose-Wilson road should be re-aligned as suggested in Alternative D. This is a chronic trouble spot with flooding, and seems to attract car-jams and traffic problems when the bears and beavers are out. Obviously, this area is good habitat for bears in the fall, so re-routing the road may minimize bear/human encounters. That said, I have seen grizzly bears in the Jenny Lake area, Signal Mountain and around Jackson Lake Lodge. Why does the Park keep emphasizing bear issues in the Moose-Wilson area only, when in fact they are in many other more popular areas in the Park as well? I have never seen them shut down Jenny Lake amenities or campgrounds, and there are grizzlies there.

There are grizzly bears on the USFS land outside of the Park, and that agency doesn't shut down roads or access. People need to be educated about traveling in bear country - not shut out. Black bears and grizzly bears exist in Jackson, they don't just live in a small corner of the Park, so it puzzles me that the Park, and many pathway opponents, keep pointing to the fact that grizzlies frequent this area, so a pathway is a bad thing. Grizzlies frequent a lot of places in the park and outside of the park, not just the Moose-Wilson corridor.

Topic Question 2:

I am really against road closures. They are ridiculously hard to manage, especially if they are only on a couple of days a week. Since the M-W road is used by about 70% tourists (non-locals), getting the message to them about a closure will be tough, and they will inevitably drive to the closed gate at Granite, and turn around and drive all the way around to Moose. Even locals will do the same thing. The gates suggested in Alternative B don't make sense if you are trying to reduce traffic impacts, since this will cause a boomerang effect on both ends of the road.

I don't like the idea of have too many signs and kiosks along the road, because I would rather have people learn from the seat of a bike, or a stroller, a wheelchair or their own two feet. If you get people outside of their cars, their is a lot to learn !

Topic Question 3:

Please consider a smart public transit system so people can easily leave their cars behind and get on a shuttle or small bus and enjoy NOT driving in the Park. This is the way of the future. Rather than creating your own park shuttle system, which could be very expensive, maybe you could partner with Teton Village or the START system in Jackson. The Village has a shuttle system that is very well used in the winter, but not used at all in the summer. Perhaps you could lease their vehicles and develop your own transit system for the M-W corridor.

Topic Question 4:

Thank you very much to the NPS and GTNP for this extra opportunity to comment on the Moose-Wilson corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1898

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Correspondence Text

Topic Question 1:

Closing Moose-Wilson road periodically (twice a week) to cars and allowing only pedestrian and bicycle traffic. This would minimize cyclist/vehicle interactions because most cyclists would wait until closure days to ride. It would also allow for quiet and slow wildlife viewing and nature enjoyment, without the feeling of being rushed.

Paving the dirt section: While the dirt road conditions do act to lower speed on the road, especially when it gets horrendous, I think paving it is the clear best option. Policing the road, having radar signs, posting speed limits...all these things would help to lower vehicle speeds. Roads in the town of jackson aren't dirt. People don't drive 60 mph downtown. I think the use of highly visible slow down signs at the pedestrian crossings, along with the posting of a slower speed limit (20mph?) would be enough to limit speeding.

Relocating the winter Death Cyn TH to the White Grass Rd intersection SUMMER ONLY: I agree with this relocation as it will make the summer use of the Death Cyn TH much easier for tourists and remove the parking along the current dirt road, which is excessive and damaging to habitat.

Realignment of the Moose-Wilson Rd south and relocating the Park entry kiosk: I support this because it would benefit the riparian habitat, would greatly reduce the number of parked cars at the beaver dams which make that section of road dangerous and remove the need for desperately needed road maintenance.

I agree that Commercial Vehicles...taxis, tours etc. should not be able to utilize this road for thru traffic. It increases congestion too much.

I believe the self-discovery philosophy is correct. Minimal signage on the landscape, only at trail heads and then only minimal trail signage in the backcountry. The current backcountry signage is excellent. Minimal, but clear and where you need them. One exception is the Sunset Lake area where some signage names do not match map names.

Topic Question 2:

Relocating the winter Death Cyn TH to the White Grass Rd intersection: I disagree with this alternative as the current Death Cyn Rd paved section is quite narrow. With the number of backcountry skiers utilizing this trail head in the winter, I think this road might become dangerous unless it is widened. I do not support widening it.

Closing the Moose-Wilson Rd in winter: This would all but eliminate day use of the Death Canyon TH for backcountry skiers. This trailhead is second only to Bradley Taggart in winter usage and closing it would make a serious impact on the backcountry recreation in the park during the winter months.

Segregated Pathway IF THE ROAD IS PERIODICALLY CLOSED TO VEHICLES: I would be against a separated pathway IF the road was periodically closed (twice a week) to vehicle traffic. If this is the case, then I believe on-road markings (either as painted bike lane or road-share markings) would be sufficient. This would also eliminate the need to encroach farther into critical habitat in order to create a separated bike path. While I feel cycling is a critical component to the future of the Moose Wilson Road, I don't think having a separated bike path outweighs habitat needs.

IF the road was NOT closed twice a week, I would then support a separated pathway, but not one separated by 50 feet. I believe that level of habitat encroachment is too detrimental to warrant. If a separate pathway is done, it should be right next to the road.

Topic Question 3:

I believe the twice a week road closure should affect the road BETWEEN Granite TH and Sawmill ponds. That way tourists can still access Granite TH which is a high use area.

Parking at LSR should be addressed. While the idea of a small parking area reducing the number of people at the area is a good idea in theory, in practice it leads to people not ever enjoying the LSR. As a local resident, I will never waste 20-30 minutes of time waiting in a line of cars to park there. I find it hard to believe a tourist in a mini van full of kids would either. This is another benefit of closing Moose-Wilson Rd to cars twice a week. I envision a lot of people parking at Granite Cyn TH and riding their bikes to enjoy the LSR without the hassle of parking.

I also think an electronic board stating the average wait time at LSR for a spot should be installed at the South Entrance kiosk on Moose-Wilson Rd. That way people who specifically wish to go to LSR can know ahead of time the parking situation and don't have to waste gas and cause congestion unnecessarily.

Also LSR related, there should be a Park shuttle to LSR. Either from an enlarged Granite TH parking lot or from Teton Village. This would alleviate the parking issue and make it a much more attractive destination.

Topic Question 4:

Inner Loop Road closure to passenger vehicles: I know this is pie in the sky, but other national parks have implemented similar closures to cars. (Zion and Yosemite to name a couple) Implementing a shuttle

system for the inner road would have myriad benefits to wildlife, habitat, air quality and the quality of the a visitor's experience. Parking could be done at the visitor's center and shuttle buses would take people into the park stopping at the various trailheads, Jenny Lake, Signal mountain etc. This would wholly eliminate cyclist VS vehicle incidents, give people a stress free way of seeing the park, eliminate parking congestion at Jenny Lake. Visitors driving through the Park toward Yellowstone on northern destinations would simply use the US 189N route.

Comments: If JHCycling.org can be of any help, either in disseminating information or acting as a cycling resource for the Park, please don't hesitate to reach out to us. We are a great resource for reaching the Jackson cycling community and for answering any cycling related questions you might have.

Thanks,

Forest Dramis
JHCycling.org

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1899

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Topic Question 2:
Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 3:
I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

importantly, development in areas that have not been previously impacted should be avoided.

Topic Question 4:

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1900

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Notes:

Correspondence Text

Topic Question 1:

Moose Wilson road is beautiful just the way it is.Re-alignment ,gates,fee stations would ruin the nature experience.

Topic Question 2:

Alternatives B,C,D would all be very expensive,time consuming and disruptive to the ecological well being of the corridor.l

Topic Question 3:

Add a few pullouts and expand the existing pullouts.

Topic Question 4:

My wife and I traveled to the park from Florida to do nature photography along Moose-Wilson road. On wednesday September 10th we photographed a grizzly bear and showed the photo to Ranger Justin Schwabedissen who identified the bear as #760. The park service then closed the road on the 11th and 12th.Was this closure really necessary and will it occur under any of the proposed alternatives in the future.Strangely enough the road was opened to foot traffic but people were not allowed to leave their vehicles before the road was closed.Do any of the proposals allow for the road to remain open in the presence of grizzly bears.It was a major disappointment to be denied use of the road on the last two days of our vacation.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1901

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Correspondence Text

Topic Question 1:

Alternative #1 would do the least amount of damage to the area; as well as allow for its continued deep enjoyment. Why mess with the ecology and traditions of the area?
Leave things alone. What is there now is quite consistent with the goals you set forth.

Topic Question 2:

1. Changing available riding trails will be devastating to the goals you outline. Keep the riding trails open which have given many generations of visitors enjoyable experiences and spectacular memories. That also keeps alive the long-standing equestrian history, dude tradition and culture of this area of the park. You state that you are seeking harmony "with the natural and historic character of the Moose-Wilson corridor." Keeping current riding trails and equestrian access does just that.

2. NOT widening or paving the middle (JY) section of the road is extremely important. Further, do not build more parking areas and turnouts. Taking beautiful, wooded land to widen a road or create parking

lots, is not at all consistent with the goals of preserving this land. You are the stewards of this land for the benefit of this generation and generations to come. Walk as lightly as possible on this land.

3. Widening and/or paving the middle portion of the road will increase vehicle speeds on it. This is an added hazard to the very wildlife you seek to protect.

4. Controlling entry times or closing the road for certain days per week will deprive many people from ever visiting this area. Many tourists are simply passing through. Many of your suggestions would freeze them out of the opportunity of seeing/visiting this rather unspoiled portion of the park. Your job is not to keep people out of the park or cut them off from experiencing this area.

5. Establishing a bike path seems counter intuitive to your statement that "notable increases in potentially dangerous wildlife have been observed." Bicycle riders would be more endangered by "dangerous wildlife" than passengers in a car. Why increase their risks?dude tradition and culture of this area of the park.

Comments: I would remind you that the 1916 act that established your service states: "the Service thus established shall promote and regulate the use of the Federal areas known as national parks....by such means and measures as conform to the fundamental purpose of the said 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."

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1902

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D. Would keep Moose-Wilson road open for local traffic and cyclists and would not increase traffic on an already busy highway.

Topic Question 2:

Alternatives B and C. Would increase vehicle traffic on an already busy highway and increase miles traveled by local residents with the increased air pollution.

Topic Question 3:

A seperate Moose-Wilson bike/walking path would keep bikes and pedestrians off the road which would be a major safety concern otherwise.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1903

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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1904

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Notes:

Correspondence Text

Topic Question 1:

Isupport Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

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

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1905

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Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1906

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Correspondence Text

Dear National Park Service:

My name is Peter Seligmann. In 1970 I worked as a researcher assistant on a study by the Craigheads on Grizzly populations of Yellowstone. Then I worked on research studies on birds of prey along the Snake river and Black Tail Butte. My family has owned a small property in the southern corridor since the 1960's. We have experienced the return of elk, moose, raptors, grizzly, martin and great grey owls. Amazingly, these animals have used the same trees, meadows and creeks from generation to generation.

In 1987 I started an organization called Conservation International and have spent decades working on ecosystem management challenges. Without a doubt humanity needs nature to be healthy and without a doubt the condition of ecosystems are deteriorating, despite the best intentions of good people.

Future Americans will judge your decisions on the Grand Teton National Park Moose-Wilson Corridor, by the health of the wildlife and the vitality of the ecosystems. The park must be managed for the benefit of wildlife so that future generations will be able to have an easily accessible connection to the foundation of our nation's prosperity: abundant nature. Teddy Roosevelt made extraordinary decisions at the turn of the 19th century. He protected the national parks from the self interest and short term economic concerns raised by the western congressional delegations. Without his clarity and strength, these parks would not exist. Without your clarity and strength human demand will diminish the diversity and vitality of Grand Teton National Park.

Luckily, the core values that we are obligated to secure, are clear. The Moose Wilson Corridor must be

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

managed to save the ecological and wildlife health. All other uses, from horseback riding, bike riding, automobile traffic must be managed to ensure that the ecological vitality of the park has not been impaired.

The most important required action is to reduce the traffic pressure coming from the south: people looking for the quickest route to Yellowstone or to the headquarters or, depending upon time of day, to the Airport. It would be easy to resolve this by building a bridge across the snake that connects Teton Village to Highway 26. A few families, unfortunately will be impacted. However, the legacy of the park will be protected from the pressure that threatens the health of the wildlife and culture of the Park.

The bridge will divert pressure by redirecting traffic to the airport to Yellowstone and those searching for a speedy trip north. The bridge also could easily include a bike path that could allow bike riders to cross the Snake and connect with the bike route on highway 26.

Additionally, the Moose Wilson road should not be widened or upgraded. Its very character has allowed the wildlife to flourish. Additionally, placing a bike path through this wildlife corridor might satisfy bikers but does not protect the sensitivity of the ecology. There are many ways to see the Park but placing bike riders directly into the path of elk herds, an increasing Grizzly population and returning wolf packs, makes no sense at all.

The Moose Wilson road does need to be re-aligned from the Laurence Rockefeller Reserve to the north. Moving the road to the east of the beaver ponds will protect the wildlife and reduce the conflict between wildlife that move from the mountains to the plains.

Sent from my iPad

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1907

Author Information

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Notes:

Correspondence Text

Topic Question 1:
See comments below.

Topic Question 2:
See comments below.

Topic Question 3:
See comments below.

Topic Question 4:
See comments below.

Comments: Thank you for the opportunity to comment on your preliminary alternatives for the future of the Moose-Wilson Corridor. I think all the alternatives miss the mark. Not one of them gives enough attention to preserving fundamental park values unimpaired for the enjoyment of future generations.

It's critical in a NEPA planning process that a full range of alternatives be presented and analyzed. All three "action" alternatives in your Preliminary Alternatives Newsletter call for "improving" or paving the unpaved section of the Moose-Wilson Road. This is not a "range" of alternatives. At least one alternative must call for keeping the road unimproved. If you pave the road, or make it nice and smooth with a "stabilized gravel surface," you are inviting more traffic and higher speeds. You are also changing the character of the road and the experience of this corner of the park. Not an inch more of the road should

be paved, and in fact I would support de-paving the entire length of the road. A rough, narrow, winding road would provide a much more authentic experience of historic national park travel (and would restore something of the experience travelers on this road had as recently as 20 or 30 years ago). It would also cut down on traffic, force drivers to slow down, and remove the appeal of the Moose-Wilson Road as a through-way for Teton Village residents racing to the airport. Small NPS- or concessionaire-run shuttle buses could provide transportation to trailheads along the road and to the Rockefeller Visitor Center for anyone not wishing to subject their autos to the potholes and dust. (I am completely serious about this proposal, despite our culture's love of pavement and ever-wider, ever-smoother roads). The road's roughness and unsuitability for delicate cars should be noted on park maps and signs at either end, to forewarn anyone who isn't willing to travel slowly on a dirt road.

Along with restoring the road to a rough and narrow condition, it should be made one-way (preferably from Moose to Poker Flats). These two simple changes would, at little administrative expense, greatly relieve traffic pressure on the road. The complex and no doubt infuriating proposals to force motorists to line up in queues at either end of the road awaiting a space in the hourly quota system, or calling ahead for reservations to drive the road, or memorizing complicated schedules of openings and closings, should be ditched. The new plan should strive for simple, clear solutions that won't force future Park administrators into never-ending headaches, or make life hell for the poor souls who man the entrance stations. The proposal made a few years ago to convert the road to a one-way road was a good, simple, sound idea, despite the howling of local officials.

Of course local officials and businesspeople and would-be commuters will howl if the road is made one-way, and then everyone will get used to it. Imagine what would happen if the Park Service had been plowing the Moose-Wilson Road all winter for years, and then decided to close it in winter. County commissioners would predict the collapse of the Jackson Hole economy, Teton Village businesses would decry their loss of income, State legislators would blast the Park Service for failing to consider the needs of residents and visitors, engineers would predict doom because a critical road linkage would be lost. But, in fact, we're all used to the road being closed for half the year, and the economy is fine, residents somehow survive, it's just the way it is, and nobody suffers. The same would, soon enough, be true if the road were made one-way. We would know it was one-way and would plan accordingly. That would be simpler than the idea of a gate half-way, forcing drivers from both ends to retrace their tracks. Choose simplicity-present an alternative that calls for making the road one-way.

Second, the idea of a separated bike path should be discarded. Especially egregious is the large segment of the proposed pathway looping away from the road and circling east of the Laurance S. Rockefeller Preserve. I assume the reason you drew the bike path in this location is because the Jackson Hole Preserve, Inc., specifically prohibited bike path construction across Preserve land when they crafted the conservation easement encumbering that property?

Why is it, do you think, that the JHPI specifically prohibited relocating or reconfiguring trails within the Preserve? Why did they prohibit construction of any roads, drives, trails, or pathways (Section 4.7, Conservation Easement)? Why did they explicitly exclude bicycles in a list of allowed non-motorized recreational activities on the Preserve (Section 3.8)? Why did they prohibit non-emergency use of bicycles (Section 4.8)? Apparently they knew that any more bike trails (or off-trail bike use) was incompatible with the values the Preserve was set aside to protect. Of course the terms of the easement do not apply to land beyond the boundaries of the Preserve, but the proposal in Alternative D to evade the clear wishes of the Preserve donors by building a new pathway immediately along the eastern border of the Preserve seems to me disrespectful in the extreme of the great gift the Rockefeller family made to the citizens of the United States in donating this remarkable property to the Park Service.

The JHPI clearly understood the negative impacts proliferating trails would have on wildlife, scenic values, and visitors' experience of the Preserve. They had the foresight to limit trail development in order to protect these values. It would be disgraceful for the Park Service to show its appreciation of the gift of the Preserve by sandwiching the southeast corner between an "improved" Moose-Wilson road and a new paved pathway, degrading the scenic and wild character of the lands just east of the Preserve.

The pathway looping around the Rockefeller Preserve shown on the map for Alternative D will be a new intrusion into an area of meadows and forest glades and wetlands that is heavily used by elk, bears, and other wildlife. I have no doubt that riding the bike path will be a pleasurable experience for the people who ride it, but the cost will be paid by the wildlife that now use that area for feeding, hiding, calving, breeding, and living their lives without constantly having to watch out for and run from people. Wild animals flee from people. It's a fact. Bikers may not want to admit this, because they may not see the fleeing animals, and besides that they love wildlife and don't intend to disturb it. But people on pathways and trails disturb wildlife, and displace them from habitat that was previously theirs to use without this disturbance. Given the enormous percentage of the earth that humans have taken for their own use, and the tiny portion remaining where wildlife can still thrive relatively undisturbed, and the magnificent habitat and rich species diversity of this corner of Grand Teton National Park, it would be completely unethical and incompatible with Park values to take yet more habitat from wildlife and claim it for human use.

Besides avoidance of trails by human-averse species, other impacts of pathways on wildlife include:

- Habitat fragmentation

- Edge effects

- Changes in composition and diversity of avian communities

- Changes in abundance and distribution of small mammals

- Increased access along trails for edge-adapted predator species (such as coyotes, red foxes, and raccoons)

- Changes in predator-prey relationships

- Habitat degradation from human trampling of vegetation along pathways and introduction of invasive plant species.

If bikers want to enter the park from the Poker Flats entrance, or enter the Moose-Wilson Corridor from the north, they can use the road. If they view the road as unsafe, they don't have to ride it. There are many hundreds of miles of bike-accessible roads and trails in the national forests surrounding Jackson Hole-it is not the responsibility of the Park Service to provide more, particularly in this wildlife-rich area. It is the responsibility of the Park Service to protect the uniquely diverse and lovely wildlife habitat of this corner of the park.

If the road is one-way for cars, and if speeds are kept slow by roughness of the road or by speed limits, it's not evident that bikers would be any less safe than they would be on a multi-use pathway, where they will have to avoid walkers, families with small children and strollers, roller bladers, etc. Don't forget the tragic death of Ed Henrie, killed on a multi-use pathway along Highway 390 in summer 2006 when he was struck by a speeding bicyclist. Don't forget that following that accident, cyclists pushed to change Wyoming law to allow bikers to use highways even when an adjacent bike path exists (which shows, at the very least, an ambivalence on their part about the relative safety of multi-use pathways versus roads). The chances of a cyclist meeting a bear around a blind corner of the pathway are real. If a portion of the road is kept paved (i.e. from Moose to the LSR Preserve), a bike path could be shown by a stripe on the road, as it is on the one-way portion of the Jenny Lake Road. Striping a dirt road is a more difficult proposition, but

signs could make it clear to motorists that cyclists are sharing the road.

I urge you to write a new alternative that actually protects park values, including intact wildlife habitat and a rustic, low-key visitor experience in this corner of the park. Besides prohibiting "improvement" of the road, making it one-way, and eliminating the separate bike path, this alternative should prohibit guided bike tours or ski or snowshoe tours, prohibit taxis (the need for taxis would be eliminated by the small shuttle buses suggested above), and prohibit winter grooming of the Moose-Wilson Road. Commercial wildlife tours should be strictly limited to help prevent gridlock on the road. Whenever grizzlies are using the area near the road, it should be closed to human access. Parking lots, signs, and kiosks should be kept to a minimum. Finally, permanent Wilderness status for the unroaded portions of the corridor (and all unroaded portions of Grand Teton Park) should be sought.

Such an alternative would still leave open the possibility of future quotas for hourly use etc., if such should become necessary, but for now, keeping the road in a fairly primitive condition and making it one-way would reduce traffic congestion by at least half, and would cut much of the "commuter" and airport traffic. People traveling to the Moose-Wilson Corridor would be going there because they wanted to experience the natural qualities of the area and were willing to put up with some difficulty and inconvenience to get there, not because they see the road as a smooth, quick way to get from the airport to the Village. I think it's the responsibility of the Park Service to strongly resist local demands for bigger, better highways and more recreational facilities, and to devote themselves to protecting the very reasons this area was set aside as a national park-its scenery, its wildlife and habitat, its wildness-in other words, the features that will be so incredibly rare and precious to future generations in an ever more crowded and degraded world.

Thank you for considering these comments.

Ann Harvey

Cc: Teton County Commissioners
Wyoming Congressional Delegation

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1908

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

Topic Question 1:

I would like to see wildlife corridors created that cross over the tops of the road so that the wildlife can safely cross from one side to the other as done in Montana and Canada successfully.

Topic Question 3:

I would like to see wildlife corridors created that cross over the tops of the road so that the wildlife can safely cross from one side to the other as done in Montana and Canada successfully.

Topic Question 4:

Please make the safety and needs of the animals come before all the many demands of the human beings.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1909

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Notes:

Correspondence Text

Topic Question 1:
None

Topic Question 2:
Do not stop horseback trail riding in the Sawmill Ponds area and do not build a bike lane on the Moose-Wilson road. I have enjoyed trail riding in the Sawmill Ponds area and feel the area should be left as pristine animal habitat. I do not think bicycles would mix with the abundant wildlife in the area surrounding Moose-Wilson road. Horses do not alarm wildlife...people on bicycles could be potentially dangerous if the unpaved road were paved- -encouraging speeding of cars and bikes. I have seen animals so severely injured they had to be destroyed.

Topic Question 3:
Strategies not viable.

Topic Question 4:
Please preserve the animal habitats as they are, and allow hikers and horseback riders to continue to enjoy the area without detriment to wildlife.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1910

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Correspondence Text

Please please please preserve the wild, natural beauty of the Moose Wilson Road Corridor. Please keep the road rustic, rural and intimate. It is such a special place for wildlife and wildlife viewing. We should keep some intimate sections of the park less developed and built up for varying ways to experience the wildlife.

Keep the MWC intimate and extra adventurous (ie bicycling and hiking and wildlife viewing), not a thoroughfare or cut through!

It has been my favorite place to look for wildlife for many many years and changing its accessibility will only serve to harm the wildlife population and their living habits.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1911

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Date Sent: 09/14/2014 Date Received: 09/14/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Sunday, September 14, 2014

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, and scenic and wildlife values of this special area.

"...to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

- - NPS Organic Act

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a

more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

"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

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife, and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

"Every man who appreciates the majesty and beauty of the wilderness and of wild life, should strike hands with the farsighted men who wish to preserve our material resources, in the effort to keep our forests and our game beasts, game-birds, and game-fish- -indeed, all the living creatures of prairie and woodland and seashore- -from wanton destruction. Above all, we should realize that the effort toward this end is essentially a democratic movement."

- - Theodore Roosevelt

Grand Teton National Park is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

"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
Olema, CA

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1912

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Correspondence Text

Topic Question 1:

I do not have one alternative that I support in it's entirety. I am very much in favor of options that recognize the significant wildlife habitat in this area and that aim to prevent any further habitat fragmentation and traffic. It's a wonderful wildlife watching area and peaceful drive, and protecting the views and wildlife corridors should be the priority. I would like to see the road to the Death Canyon Trailhead left as is - - dirt with light vehicle access to the trailhead, but not paved - - paving there could lead to an overwhelming amount of new traffic, which could result in destruction of the rural nature of the area and would rapidly lead to the need for expanding the impact zone of the parking area, as has happened at areas such as Jenny and String over the years.

Topic Question 2:

I am very opposed to options that include widening the road corridor significantly due to the impact on wildlife and habitat fragmentation. It's a relatively narrow corridor between the forested foothills and the river. We should be figuring out how to minimize impact of expanding human traffic in the corridor, as opposed to adding to the problem by creating new recreational uses in areas visibly frequented by moose, bears, beavers, owls and other species unique to the park. With only 1-3 percent of current vehicles being bicycles, and most of those being local athletes, creating a separated bike path would very much be creating a new use. The resulting new users might include families of bikers being placed in conflict with wildlife and/or the human activity would simply push wildlife away, ruining so much of what makes this a special area.

Topic Question 3:

I would like to see options studied regarding gating the road for two-way traffic each way to the LSR

and/or one way options that would cut down on through traffic to the airport, etc.

Topic Question 4:

I just hope that decisions are made in the best interest of park resources and maintaining the park for future generations - - not to please nearby commercial development and selfish interests of locals, and not caving in to the political pressure from outspoken congressional reps and local elected officials, who are acting on behalf of the special interests. It's important to remember the difference between local and national perspective regarding this national park. Many locals back in the day never wanted the park to be formed to begin with. It's human nature to want to fill personal needs before seeing the big, long-term picture. But this process isn't about personal needs for locals; it's about ensuring the next generation can enjoy the park and its wildlife just like the generation before. As locals, we think of it as our backyard playground, but it's significance and value reaches much higher.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 1913

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Correspondence Text

Topic Question 1:

Improvement of the road to provide better access to the area and to the rest of the park from the west side.

Topic Question 2:

Building a separate bicycle path seems a bit extreme for the area. The cost and impact to the natural and historic character would be adversely impacted. Bicyclists should only use the road as it is already there and easier to maintain over time.

I have driven the road, hiked and rode horseback in the area and I find horseback provides one of the best methods of viewing and interacting with nature. Driving, hiking and bicycling do not come even close to what I can see and learn from the back of a horse. So I am a bit puzzled as to why horseback riding would be phased out in the Sawmill pond area. Horseback riding should be expanded, not reduced. Access to the old ranches (Whitegrass) should be encouraged as it helps tell the history of the area.

Topic Question 3:

Encourage more horseback riding in the area. With a knowledgeable guide the history of the area is much more accessible than at the visitor center in Moose and a lot more interesting.

Topic Question 4:

Although I welcome the paving of the dirt portion of the road, I am also concerned that drivers will speed through the area thus endangering the wild life as well as bicyclists and hikers. Retaining the winding nature of the road should help slow down drivers, but, I am not certain that will be enough.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1914

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Correspondence Text

Topic Question 1:
Please amend my previous on-line comments to include this:
I agree with the JHCA on this

The recent report from Utah State University suggests one major impact from traffic is the large number of, and impacts from, visitor created parking along the Moose-Wilson Road. By creating a number of pullouts and strategically preventing visitor-created parking using design features in other places, the park can provide ample visitor opportunity to stop and watch wildlife while also reducing traffic impacts. All alternatives contain management options for creating pullouts. I urge a balanced number and location of pullouts that meet visitor expectations while limiting impacts to habitat along the road. The park should consider strategies that make it safe and easy to visit the Moose-Wilson corridor by bicycle. In so doing, the park should evaluate the potential for harmful encounters between bicyclists and wildlife, especially in a densely forested area with limited sightlines. Appropriate strategies to manage these encounters must be developed to ensure the safety of visitors and park wildlife. The park should consider all strategies to limit commercial use of the corridor by taxis and similar transportation services as indicated in Alternative D. The Moose-Wilson Road is not a county transportation corridor. It is a park destination.

Topic Question 2:
A separate bike path! This is a terrible idea. The Park seems unable to maintain control of the existing musk thistle problem it has on the MW Road ...how many years of noxious and NEW weeds do we need to add to the picture? Once the unpaved Death-to-Granite section gets paved, which it should...THEN NO MORE PAVEMENT is the right thing to do.

Topic Question 3:

Pullouts: Since widening the MW road is not a feasible option, people in cars should be provided with as many pullout spaces as possible, not as few as the Park would like. Even at the main moose pond, the pavement should be re-graded and given its own, long pullout. Each of these should be separately and modestly marked with a 50's style low wooden sign, in keeping with other park signage.

Topic Question 4:

Commercial interpretive tours that focus on providing visitors with an experience of the wildlife and habitat in the corridor such as wildlife tours, horseback or bicycle tours, may be allowed to continue in a way that manages for impact, as with all other human activities in the corridor.

I encourage the park to strongly consider managing the Death Canyon trailhead using the strategy specified in Alternative B. This reduces impacts of visitors along the unpaved section of the road, while allowing ample visitor access to trails and hiking opportunities. Please use the data from the recent studies by Utah State and Penn State to justify and choose the smallest feasible size of the parking lot. Is a parking lot for 60 cars really necessary? This represents a peak number only met for a few hours each day during a brief two-week window, as suggested in the recent Utah State Study.

The ungroomed section of the road from Granite Canyon to Death Canyon provides excellent cross-county and back country skiing opportunities. I urge the park to continue evaluating strategies that retain this ungroomed section, regardless of whether the northern parking lot is moved to the Sawmill Ponds, Murie Ranch or the Death Canyon trailhead.

Preserve and maintain a great experience for visitors to enjoy and appreciate the natural beauty of the corridor. Maintain the rustic, rural and intimate character of the road. Limit any additional impact to the road and corridor from visitor traffic. The MWC is a prime destination well-known locally and nationally as a park destination. Management strategies should preserve the character - intimate wildlife viewing opportunities and a rustic, rural road - that make the MWC such a wonderful destination. I prefer strategies that minimize impacts and maintain the goal of self-discovery for visitors. Too many established vista points and visitor services along the corridor will impair the natural, intimate character of the road.

Comments: The Park, and the Park Service, should consider another option that is even more radical than the one-way-in-both-directions recommendation. That Alternative is more in line with what Laurance would have wanted: fewer vehicles, lower impact, and more exploration. He may not have foreseen the extreme popularity of this corridor.

I want the Park to begin a long-range study of all the impacts and benefits of removing and recycling all the pavement on the MWC, completely closing and restoring the whole road corridor, upon serious recognition of this site's potential status as some kind of "National Ecological Gem". That would coincide with the construction of a wide, unpaved biking/walking interpretive trail to include strategically placed viewing platforms (at each of the ponds)

Jackson Hole's real wealth is not its astronomically priced real estate, it is in the form of the valley's wildlife habitats and corridors. The local economy rests heavily on the guarantee that those will remain permanently healthy, viable, and resilient. Jackson Hole residents love their ungulates, as they always have, and we've done a good job of promoting this natural gift all around the world; hence we are victims of our own success. We now have to do something serious to reduce the traffic flow in the corridor.

I fully support Alternative B and the idea of a daily quota, topping out at 1,000 cars per day in July and August. It can't be in any way confusing to visitors. The quota has to be streaming on line every day all day (as an app) and announced on the local radio multiple times when the quota is reached. This may have the

unintended consequence of creating two rush hour phenomena, with wildlife-watching tour vehicles storming the south entrance between 6 and 7 am. That's already starting to happen.

Therefore I hope the NPS will examine the feasibility of piloting an electric van shuttle system, at least for peak summer hours. I cannot even picture how that would work.

And lastly, since it's on everyone's mind or lips this past month, let's think more in terms of sustainability: Jackson Hole needs a north bridge going directly from the airport to the village. Downtown business owners be damned; they'll have to adapt by starting an online catalog or by relocating to the Village.

This is a tough one. Thanks for including my comments on the Public Record .

-Benj Sinclair

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1915

Author Information

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Name: R Beaupre
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Green Bay, WI 54302
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

Topic Question 2:

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1916

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as the safest and most accessible alternative for all parties concerned.

Topic Question 2:

I support Alternative D as the safest and most accessible alternative for all parties concerned.

Topic Question 3:

I support Alternative D as the safest and most accessible alternative for all parties concerned.

Topic Question 4:

I support Alternative D as the safest and most accessible alternative for all parties concerned.

Comments: I support Alternative D as the safest and most accessible alternative for all parties concerned.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1917

Author Information

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

Correspondence Text

Topic Question 1:
Alternative D

Comments: I used to live in JH in the 80's and drove or road the bus on the village rd. almost daily. I don't think the area can stand anymore traffic or development! Let's protect animal habitat/corridor for a change.....thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1918

Author Information

Keep Private: No
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Teton Village, WY 83025
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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:
see Comment ID: 928631-60898/1831

Topic Question 2:
see Comment ID: 928631-60898/1831

Topic Question 3:
see Comment ID: 928631-60898/1831

Topic Question 4:
re: Comment ID:928631-60898/1831

I need to correct some of my wording from this comment I made yesterday, re: the possibility of a pathway in the Moose-Wilson corridor;

This corridor is similar to a "back country" experience, we do not see "groomed runs" when skiing the back country :))...please do not create a "paved pathway", I fear for the results of what could be an "invitation" to more wildlife-human encounters.

Comments: Please protect the integrity of this unique Grand Teton Nation Park experience.

Bike pathways are not appropriate everywhere in this valley

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

Horse trails and horseback riding access provide the Park visitor with an intimate connection with the Park. It is a "natural connection" with the local wildlife, the beautiful environment, and connects us with the historical and cultural past what created the area. Much of the Park has been explored and was discovered on horseback...and the historical significance of Dude Ranches in this corridor is significant...these Ranches have and still do bring many visitors into the Park .

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1919

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Hobart, WA 98025
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

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

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1920

Author Information

Keep Private: No
Name: doreen wise
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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:

1. ANY viable alternative should prioritize the preservation of wildlife in natural habitat.
2. There are historic areas along the road, eligible for the National Registry, and ANY viable alternative should prioritize preserving these components.â€œ
3. Even in our relatively short time here (2009) we note, and studies confirm, that auto traffic, local and visitor, continues to increase. It puzzles and disappoints us that bicycle traffic is minimal. We would like to see the following included in the resulting final plan:
 - A. Decrease speed limit
 - B. Continue access to LSR and other historic sites, make the road one way or break into two noncontiguous sections, both ending at these sites.
 - C. Keep parking lots unpaved and located so as to minimize interference with wildlife. Plan ways to discourage/block impromptu roadside parking.
 - D. As an alternative to decreasing traffic volume/parking, consider Park owned and managed transport with guides as per Grand Canyon National Park.

Topic Question 2:

ACTION MUST BE TAKEN!. The alternative to "do nothing" has no viability.

- A. Disallow shuttle, taxi and any other commercial transport from using the road as a "short cut" to Teton

Village or the airport. Think of the Moose Wilson Road as a treasure NOT a throughway!
B. Avoid adding any more pavement.
C. In theory a reservation system may sound intriguing; however, it will prove a nightmare in implementation. Avoid this alternative.
D. The road should be for access to the historic and natural sites, NOT a fast way to travel.

Topic Question 3:

I think bicycles should be encouraged to further reduce the noise of autos but am not sure how to do that.

Topic Question 4:

Thank you.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1921

Author Information

Keep Private: No
Name: Julia T. Ewing
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Organization Type: I - Unaffiliated Individual
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Richmond , VA 23235
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I do not think there should be a bike path on the Moose Wilson road at all. It would phase out commercial horseback riding on the Sawmill Pond trails, cut down 3000 trees in a pristine wooded area.....potentially cutting off rides to the Whitegrass Ranch, one of the great dude ranches so bikes have a path?

Topic Question 2:

The bottom line is there is no need to have a bike path, there is no historical connection with bikes in the Park as there is with horses and dude ranches to say the least and this plan potentially cuts me off ,on horseback,from Whitegrass ...a very special place.

Topic Question 3:

There doesn't need to be a bike path on the Moose Wilson Road.

Topic Question 4:

If it weren't for the dude ranches, cowboys and horses Grand Teton Park would not be what it is today....to build a bike path on the Moose Wilson corridor is just wrong ...it seems like the tail wags the dog in your county and my Park ,only 3% o park users potentially using bicycle paths: where is the benefit for such a large and disturbing project? The bike community has a brand new bicycle super path ,leave this Moose Wilson corridor alone.....it is such an honor to stay at the R Lazy S and ride horses in the park....the Park should respect the guest ranch culture as one to be preserved and celebrated...Do Not Spend My Tax Dollars on a bike path along the Moose Wilson corridor and please do not phase out commercial horseback riding on the Sawmill Pond trails.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1922**

Author Information

Keep Private: No
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Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
[REDACTED]

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1923

Author Information

Keep Private: No
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Willow springs, IL 60480
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Correspondence Information

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Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1924

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
Address:
Saint Charles, IL 60174
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

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owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1925

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Jackson, WY 83002
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D is my preferred option. It retains the character and access I want for the Moose-Wilson entrance to the Park, while making the improvements required for safety and preservation/

Topic Question 2:

B & C are out of the question. I don't want gates or closures, and safety for non-motorized users must be addressed.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1926

Author Information

Keep Private: No
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Wilson, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Put in a bike path, keep the road as a two way. I support alternative D.

Topic Question 2:
Making the road a one way. I don't support Alternatives A, B and C.

Comments: The park doesn't just impact our lives here, it defines the way we live. For visitors this is a question of convenience, but for locals, a way of life.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1927

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives

outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1928

Author Information

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Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Victor, ID 83455
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Alternative D

Topic Question 2:
All other

Topic Question 3:
NO

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1929

Author Information

Keep Private: No
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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D should be carried forward. I think it is important to keep the Moose Wilson Road open as it is today, adding a pathway to connect the park to Wilson will be an amazing improvement to our current pathways system, and will be much safer than having bikers and pedestrians on the current Moose Wilson Road.

Topic Question 2:

Alternatives B & C do not work. Closures and Gates do not achieve any environmental goals, they increase the distance from the Park to Teton Village/Wilson, which in turn increases fossil fuel consumption, and more potential wildlife impact on the highway.

Topic Question 4:

A pathway from Teton Village to Moose is a must. It will reduce traffic on the Moose Wilson Road, and will provide more non-motorized, slow, safe travel options.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1930**

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
NPS must put together a plan that best protects park wildlife and its core habitat, visitor solitude, and the unique historic character of this corridor.They need to decrease traffic.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1931

Author Information

Keep Private: No
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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

A bike path connecting Teton Village to Moose is the number one priority. As such, preliminary alternative D is the only acceptable alternative, but is not perfect.

Topic Question 2:

Leaving the road as is just makes people angry. It's too congested to really enjoy any wildlife or solitude, and with the growth of Teton Village, it's only going to get more crowded. It needs to be straightened, paved, and perhaps moved lower into the sagebrush. Leave the existing road as a bike path.

Topic Question 3:

Move the road lower into the less sensitive sagebrush. Pave and make it straighter, to account for increasing traffic. The slow, winding road is annoying to people who want to go slowly and look at nature, always being passed by faster traffic, and it's annoying to the faster traffic that has to continually pass the slower traffic. Nobody is happy. The wildlife is in no way "protected". As is, the road is just terrible. Move it, and then leave the existing road as a pedestrian/bike path.

Topic Question 4:

It's time to connect the airport to Teton Village with a second road. This valley is so crowded right now, and it's only going to get worse.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1932

Author Information

Keep Private: No
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Wilson, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe the addition of a stand-alone bike path is the most important strategy to achieve the purpose of the plan. I also believe maintaining two way traffic is critical. I believe a bike path and 2-way traffic coupled with a transportation management plan that encourages visitors to get out of their cars and on to a bike to experience the park is brilliant. I think this can be accomplished while still maintaining the scenic and rural values of this treasured road.

Topic Question 2:

Closure of the road or a shared pathway and road. Safety on bikes is so important, particularly with children. A shared bike path is not the solution.

Topic Question 3:

A separate Moose-Wilson pathway is a necessity.

Topic Question 4:

I think it is critical to not block or close off this amazing access to the Park. As a mother of three young children living in Wilson, I can't think of a better experience than to be able to ride our bikes from Wilson to Moose and safely enjoy and take in the environmental experiences that section of the Park has to offer. Please further study Alternative D as the preferred alternative.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1933

Author Information

Keep Private: No
Name: Luke J. Nettleton
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Victor, ID 83455
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

A

Unfortunately I do not believe any of the alternatives adequately satisfy the needs for this corridor. All of them have a portion of what needs to happen, but they also include actions I feel would detriment the overall use of the roadway. Being that I do believe this is an important access road to keep open, I am forced to opt for option A, which is to do nothing.

Topic Question 2:

B:

No dedicated Bike/Walking path created. Death Canyon parking and facilities don't need to be relocated, just add the parking at the junction, and keep the existing facilities. LSR Preserve parking and gate, would disrupt/eliminate the exploring of the park by visitors who wouldn't want to make a one way trip south, or who may want to explore from Teton Village, but now find their way blocked.

C:

Addition of a gate at north end. No road re-alignment. No dedicated Bike/Walk path. No paving of road. Unacceptable closure of road, which would radically disrupt visitation and use.

D:

Reservation system. No paving. Poor re-alignment that requires two north gates.

Topic Question 3:

Sadly portions of what need to happen are sprinkled through all the alternatives. Starting from the North

entrance:

Take the realignment in A and make the road entry align with Chapel Rd, which would make the entrance behind the entry gates, and utilize one gate instead of wasting resources on two separate gates. Add ALL the parking areas proposed in the various versions, there is such a need that there isn't any way to add too many. Everything in plan D, except the reservation system and the north entrance. Pave the last section of the road, it won't cause more traffic, and will make the experience much more pleasant for all. Restrict the road from commercial traffic, and trucks (more than 2 axles)/campers/trailers.

Topic Question 4:

I really wish I could put in for plan D. Having experienced the woes of what a reservation system can do to a trip, I absolutely can not. Please reconsider the alternatives, and come up with a solution that won't disrupt vacationers and tourists, not to mention the locals, who want to be able to spontaneously visit the park. Spend less money by not needlessly moving entire facilities. Utilize systems that don't require creating multiple systems, where one could take care of all (the entry gates). Above all, make the experience safer, and more enjoyable for bikes, walkers, and drivers.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1934

Author Information

Keep Private: No
Name: Brooke/Terry Tempest-Williams
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Correspondence Information

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Notes:

Correspondence Text

Topic Question 1:
No bike path

Topic Question 2:
Bike path/more pavement

Topic Question 3:
Road from the south only to Granite.
Road from the north only to Rockefeller Preserve

Topic Question 4:
See below

Comments: To: National Park Service/Grand Teton National Park
Fr: Brooke Williams and Terry Tempest Williams.

Dear Sir or Madam:

We live on the Moose-Wilson Road between the Aspens and Teton Village. Our families have been coming to the Tetons for six generations because of the natural beauty found there. Particularly wildlife. We've spent hundreds of hours watching birds and moose and bears (recently, a Great grey owl!) along the Moose-Wilson Corridor over the years and now, while we use the road as a shorter route to Moose,

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

we would gladly give that up in favor of protecting wildlife and preserving the experience available to visitors which is unique in the world.

For these reasons we support NONE of the alternatives.

A fifth alternative would be to re-align the road going south from Moose, which would stop at the entrance to the Rockefeller Preserve. The road going north from Wilson would be paved and stop at the Granite Canyon Parking Lot. The Road between Granite and the Rockefeller Preserve would be eliminated, the landscape restored to pre-road conditions.

This road is a problem now because the county has not addressed the increases in traffic that are a result of the growth we're experiencing as more and more visitors sense the need to be in a place where they feel part of the natural system. Business owners, now two or three generations separated from those early entrepreneurs who saw the opportunities associated with a wild, National Park, have forgotten why people come to spend money in Teton County in the first place-the natural beauty and the opportunity to experience wildlife engaged in their natural lives. Any changes in traffic/roads must first and foremost protect the sources of that experience.

As for Bicyclists. We are bicyclists. We've been bicyclists since long before the existence of bike paths. While bike paths make bicycling safer, enough is enough. The county has gone crazy over bike paths and no more are needed. We've not seen the numbers, but observation suggests that a tiny percentage of Park visitors are on bikes. If the expenditures per user were calculated, it would be in the tens of thousands of dollars per cyclist, which seems excessive when much more important budget items get ignored. In this case of the Moose-Wilson Corridor, a separate bike path would suggest that the Bike experience is a higher priority than wildlife. Which is ludicrous.

Fifty years from now, it will not be the bike paths that move and inspire us, but the wildlife that remains in place. This is the era of restoration and restraint. Development and paving more paths for our species only is short-sighted and selfish. We are one species among many. Our national parks honor and respect this extended notion of community.. NO MORE BIKE PATHS>

Thank you for this opportunity to comment on this important issue.

Brooke Williams Terry Tempest Williams

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1935

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Correspondence Text

Topic Question 1:

Although I like the improvements to parking areas, I don't think the issue of too much traffic has been addressed.

Topic Question 2:

Making the road any easier to use for purposes other than experiencing that unique segment concerns me.

Topic Question 3:

I would like restricted travel. Just a few cars a day can visit.

Topic Question 4:

Look at the issue again, with greatly restricted access so it is not used as a commute route.

Comments: Please leave the Moose-Wilson road as is. One place in the country can have a slow dirt road.

My favorite story on that road: We were living in Wilson, headed for a meeting in Moose, and using the Moose-Wilson Road. We were behind two cars. I was probably reading, but the vehicle in lead of the three cars was particularly annoying, which resulted in Larry and the guy in front of us gesturing and yelling at each other. The guy in front of us pulled over beside the road and jumped out to further articulate his argument with Larry, and my partner pulled right in behind him, parked and jumped out, ready for the row! I was mortified! "A fist fight in the park," I thought. "Oh, that'll be good for our NPS-vendor business."

So while I huddled in the van, the two males loudly discussed their thoughts and views on driving and the Moose-Wilson Road, and lo and behold, they proceeded to talk, laugh and, in parting, shook hands. They both knew it should not be used for travel or commuting.

Back in our vehicles, and proceeded. We soon were in the same situation, behind the same Idaho plates, but it was all different. I thought, you know, this could only happen on the Moose-Wilson Road. Things happen at a different pace here, and it is a good thing. Let's keep it a wildlife road, not a crossroad.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1936

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

I think that the Moose-Wilson Road should be closed to through traffic as proposed in alternative B; however, I believe that this closure should be permanent, not just at peak hours. I think that having the road closed only at certain times is too complicated and will lead to confusion- if the goal is to reduce overcrowding of the Moose-Wilson Road by preventing its use as a commuter route for locals, then a full-time closure certainly will be more effective.

I think that rerouting the two sections on the north end of the road as proposed in several alternatives makes sense, because this will move traffic away from sensitive habitats.

Finally, I think that moving the Death Canyon trailhead to the White Grass Road junction, as proposed in Alternative B, is a good idea. The road to the current trailhead deteriorates severely after it turns to dirt, and moving the trailhead will make Death Canyon more remote and more desirable as a hiking destination.

Topic Question 2:

I feel strongly that a separate multi-use pathway would be to the great detriment of the Moose-Wilson corridor. Constructing such a path would create an effective barrier to wildlife stretching from the outside of the existing road to the outside of the new pathway; the small strip of habitat between the two would be fragmented to such a degree that large animals would be unable to use it. Because this route transects the transitional zone between the mountain uplands and the river, it is already a barrier to wildlife movement; no development that makes this corridor harder for animals to cross should be pursued. There are plenty of existing bike paths in Jackson Hole, and this is a location too valuable in other aspects to be

commercialized solely for bicyclists' benefit.

I also think that the unpaved section of the Moose-Wilson road should not be improved. This serves as a natural deterrent to excessive travel; paving it would only encourage folks to drive faster. I also believe that improving this section would encourage pro-development interests and open the door to further expansion of the route in the future.

Topic Question 3:

Although I understand how controversial this approach is, I think a one-way road with the other lane converted for bicycle use would accomplish the same ends as closing the road to thru traffic, with the added benefit of providing a safe route for cyclists. Either way, I believe that the Moose-Wilson road should be managed to reduce the amount of use it receives, especially by commuters and those who are using it for purposes other than recreation and wildlife watching. This will not happen if the road is left open to thru traffic going both directions.

Topic Question 4:

The Park Service cannot afford to mess this decision up. I realize that there are powerful interests backing an expansion of the Moose-Wilson road and the construction of a separate multi-use path, but it is the job of the NPS to protect our public treasures and manage them in a way that is beneficial to the public, not to help the millionaires and billionaires living in Jackson commute to the airport. Any significant expansion of the facilities along the Moose-Wilson corridor would be disastrous for the ecology of the area, which is unique in its wildlife viewing opportunities, lack of development, and solitude. There are plenty of other parts of Grand Teton and Yellowstone National Parks which are well-developed and provide trails, interpretive signs, picnic areas, handicap accessible activities, and the lot; please protect this unique section of the park and don't commercialize it as has been done to much of the rest of the park. If the Park Service is serious about protecting the lands over which it holds stewardship, it will realize that further development of the Moose-Wilson corridor is shortsighted and would jeopardize the very qualities that make GTNP spectacular, valuable, and unique. For the good of the park and its wildlife, the people of Wyoming and United States, and the millions of citizens of the world who have visited or will visit Grand Teton, please protect the Moose-Wilson corridor from development and exploitation.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1937

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

I need to start by saying I actively use the Granite Canyon/Poker Flats trails once a week for the last 20 years. I am very familiar with both the trails and road.

I enthusiastically support the Wildlife of the area and preserving the existing character. Short of closing the area to all mechanized travel, I support the following:

No separated bike path

No paving southern portion - slower speeds for cars

I support parking improvements, northern realignment and entrance station changes if the Park Service believes it is in the best interest of the wildlife

I could support closing to autos one or two days a week in summer as a compromise to pathways supporters - but all mechanized use must be limited to the road - this is what the animals expect. The volume of cars is less of a concern to me, as it promotes slower speeds and is more of an inconvenience to the humans who rarely venture beyond the road.

I support minimal changes because this is the one road on the west bank where I do NOT see carcasses every week, year-round.

Topic Question 2:

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

NO SEPARATE PAVED BIKE PATH = increases wildlife impacts
NO PAVING UNPAVED SECTION = increases speed and negatively impacts wildlife

Topic Question 4:

Allow the historic trails in the area to remain for use by non-mechanized travel. Take the resources currently being used to eliminate them, instead, to restore health to these trails. The impact to wildlife of non-mechanized trail use in the area is minimal as I have observed consistently over the last 20 years.

Comments: WILDLIFE IMPACTS MOST IMPORTANT
MINIMAL CHANGES TO ROAD
NO SEPARATE BIKE PATH

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1938

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Correspondence Information

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Correspondence Text

Topic Question 1:

Gates and reservation system to limit visitation during peak periods.
Rustic, unpaved pathway.
Reroute to avoid key habitat.
Pave and narrow existing dirt portion.

Topic Question 3:

Rustic, unpaved pathway separate from road. Sort of an improved mountain bike type path, wider in some areas out in the flats, narrower in the trees and areas of key habitat. Allows for cross-bikes and younger riders. Far less impact than a paved pathway. Preserves rustic, rugged character of the corridor. Limited motorized traffic and paving the dirt portion would allow fit road bike riders to continue to use the existing road.

Comments: Thank you very much for the opportunity to be part of a very challenging management issue for GTNP. I value your commitment to an open process. Your four draft alternatives provide good options. Some combination of the four should meet the seven goals and desired conditions of the Moose-Wilson Comprehensive Management Plan.

In general:

â€¢ Protect critical habitat by rerouting as suggested in Alternatives B and D (though the map for D isn't drawn such that it reflects what's written).
â€¢ Limit private vehicle visitation through the use of a reservation system and active management at entrance gates.

• Enhance the visitor experience by providing for a contiguous human-powered experience of the Moose-Wilson Corridor. This could be an unpaved 'rustic' trail/pathway that accommodates younger riders and cross-bikes.

First, I quibble with your use of 'recreation' in alternative D, as recreation has many shades of gray- sometimes 'recreation' is almost purely for exercise while sometimes it is almost purely for leisure while other times it is almost purely for interacting with and observing nature. A recreational drive is as much recreation as a recreational hike or bike ride. Unless using the road purely as a commute, motorized visitors are recreating as they drive the corridor, even when they don't stop

The overarching question is how to balance visitation (largely for recreation) of the corridor with the protection and restoration of its natural functions, habitat and wildlife. In terms of the preliminary alternatives, the preeminent management issue is balancing goals 3 and 7 of the management goals and desired conditions.

As for natural resources, it's clear from other heavily visited areas in the park that the 'natural function, diversity, complexity and resiliency' (goal 3) of park natural resources are impacted by heavy visitation.

As for visitor experience, it's clear from the LSR Preserve that 'meaningful opportunities to experience and enjoy the rustic character and diverse ecosystems' (goal 7) of park natural resources are improved by allowing human-powered visitation and by limiting access-accomplished at the LSR Preserve through limited parking and active management.

Unfettered motorized visitation proves a threat to the corridor. Gates at either end and a reservation system implemented during peak periods of visitation are key elements in maintaining traffic levels at or below a level that protects both resources and the visitor experience. Rerouting the road away from the richest habitat also appears to be critical for balancing management goals. Transit should be developed in whatever mode the park is able to best accommodate (private concessionaire, partnership with Teton County, some combination).

I believe the human-powered experience of wild ecosystems is far richer than a motorized experience. Physical exertion heightens awareness. Under human power, all portions of the corridor provide an opportunity for close inspection of its rich resources-whether of its flora, fauna or geologic wonders-not just those where one happens to pull off the road. There are many good reasons to encourage and incentivize the human-powered experience of nature. It's not only a more visceral and arguably more memorable experience, but also a healthier experience.

Current conditions (Alternative A) make human-powered travel along the road (whether by foot or by bicycle) at best unpleasant (manageable by adults) at worst dangerous (for families with children). Other human powered experiences include short walks from cars parked at various sites along the road-some improved, many not-or to longer hikes at the LSR Preserve or up canyons, all of which are almost entirely accessed via motorized travel for reasons expressed above. There is not one clearly established route for experiencing the length of the corridor under human power. I believe there should be.

Does the human powered experience require a paved pathway and the commensurate impact on the land? Perhaps not. I believe it's worth examining in the final round of alternatives an improved mountain-bike type trail/pathway (call it a 'rustic pathway'). Many multi-purpose trails exist in the public land around the towns of Jackson and Wilson and accommodate a mix of hikers, joggers, bikers and horseback riders. These trails have far less impact on the land than a full-on paved pathway. The trail could be semi-

improved where needed to accommodate younger riders and cross-bikes. It could vary in width, wider in the flats, narrower in the trees and near the more important habitat. It would preserve the rugged and rustic character of the corridor. Competent road bike riders out for exercise would probably still ride the road, especially if the dirt portion were paved and motorized visitation was limited to a reasonable level (early 2000's type level?).

Another option might be to pave one half of a trail, allowing families with children to bike from one end (perhaps the south end where parking at Teton Village is feasible) to the LSR Preserve and back. The ultimate route of the pathway should be flexible in order to best avoid areas of potential wildlife-human interaction and wildlife habitat.

Other suggestions:

• Pave and narrow the existing dirt portion.

• Don't groom in winter.

• Commercial use otherwise the same as Alt. D.

• Relocate the Death Canyon Trailhead closer to White Grass Ranch to serve both the trailhead and ranch visitors.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1939

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1940

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Correspondence Text

Topic Question 1:

I support Alternative D as the preferred choice because the components are the most natural choice to solve the problems of safety for all entities involved: motorists, wildlife, users of non-motorized vehicles, pedestrians, etc.

Comments: The death of two cyclists in Grand Teton National Park is two too many.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1941

Author Information

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Correspondence Information

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Correspondence Text

Topic Question 1:

While Alternative D comes closest to achieving the mountain's goals of continued access and safety, there are a few qualifiers, but we support retaining the slow, narrow, rural, two-way character of the existing road. The northern section of the road should be realigned as in Alternative D. Death Canyon and White Grass cabin's access should be combined similar to Alternative D. We strongly support non-motorized utilization of the corridor. From a completion of the Park pathway to a safety emphasis, the benefits are indisputable. We support a separated pathway along the entire road alignment from the South Entrance Stations up to a connection with the existing pathway at Moose. Adaptive Strategies specific to bicyclists should be developed and implemented specifically toward resource and wildlife interaction. We stand ready to participate with the National Park Foundation and other private sector individuals to address capital and operations funding for the pathway.

Topic Question 2:

Alternatives B & C would not work as they contain gates and closures which would shift or increase the number of vehicle trips are wide. Alternative A, with no action, is not the right solution as it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Topic Question 3:

Road

- The unpaved portions of the road should be considered for paving but only if desired from a maintenance perspective
- The northern section of the road should be realigned as in Alternatives B and D

- Combine the Moose entrance stations as in Alternative B
- Pullouts should be constructed and maintained
- Road opening in the Spring and closing in the Fall should remain similar to current policy
- Given the winter utilization by Nordic skiers and snow shoe users consider grooming strategies

Bicycle Pathway

- The Park should not be constrained in siting the pathway within 50 feet of the road. Tree removal should be considered along with existing open areas, particularly south of LSR

Adaptive Strategy

- We share the advocacy of limiting the capacity of the road during peak periods through smart traffic strategies that allow for future technological improvements
- We concur that elimination of most commercial traffic is desired
- We support utilizing small appropriately sized vans to encourage transit along and through the corridor. Vehicles should be equipped with bike racks
- We support and encourage a park and ride or park and bike location near the north and south end of the corridor
- We would support working with the Park on the creation of a Park/Ride/Bike that could include an interpretive element at Teton Village

Topic Question 4:

Thank you for the opportunity to comment on the preliminary alternatives for the Moose-Wilson Corridor. Jackson Hole Mountain Resort (JHMR) with Teton Village Association and residents have been active in this important decision making process for over eight years. We have done so from the perspective of environmental sustainability supported by our ISO 14,001 certification which is shared by only one other ski resort in the U.S.

First, let me say we appreciate the way in which the alternatives are presented. Further, and potentially, the Adaptive Management Strategies create an opportunity for partnership to develop together mitigation to achieve the desired goals. Please consider JHMR along with Teton Village as an active and willing partner in achieving reasonable goals that embrace a shared vision.

In closing, JHMR supports Alternative D as modified. We look forward and accept the challenge to assist in the development of effective adaptive management strategies perhaps with a Visitor/Eco-Education and Interpretive Center in cooperation with Grand Teton National Park.

Comments: September 15, 2014

Mr. David Vela
Superintendent
Grand Teton National Park

Re: Moose-Wilson Corridor Alternatives

Dear David,

Thank you for the opportunity to comment on the preliminary alternatives for the Moose-Wilson Corridor. Jackson Hole Mountain Resort (JHMR) with Teton Village Association and residents have been active in this important decision making process for over eight years. We have done so from the

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

perspective of environmental sustainability supported by our ISO 14,001 certification which is shared by only one other ski resort in the U.S. On the ground these policies, including windpower and transportation demand strategies, have made a difference in our community.

First, let me say we appreciate the way in which the alternatives are presented. Further, and potentially, the Adaptive Management Strategies create an opportunity for partnership to develop together mitigation to achieve the desired goals. Please consider JHMR along with Teton Village as an active and willing partner in achieving reasonable goals that embrace a shared vision.

While Alternative D comes closest to achieving our goals of continued access and safety, I want to couple that with qualifiers. Contrary to recent rhetoric about Teton Village experiencing "out of control growth" an accurate account of history will show a reduction in mountain capacity and a downzoning from early Teton Village plans. As a result of substantially upgraded mountain and Village infrastructure recent success has put Teton Village in a better position financially to be an active participant in traffic management and other strategies.

Road

We support retaining the slow, narrow, rural, two-way character of the existing road.

- The unpaved portions of the road should be considered for paving but only if desired from a maintenance perspective.

- The northern section of the road should be realigned as in Alternatives B and D.

- Combine the Moose entrance stations as in Alternative B.

- Pullouts should be constructed and maintained.

- Death Canyon and White Grass cabins' access should be combined similar to Alternative D.

- Road opening in the Spring and closing in the Fall should remain similar to current policy.

- Given the winter utilization by Nordic skiers and snow shoe users consider grooming strategies

Bicycle Pathway

We strongly support non-motorized utilization of the corridor. From a completion of the Park pathway to a safety emphasis, the benefits are indisputable.

- We support a separated pathway along the entire road alignment from the South Entrance Stations up to a connection with the existing pathway at Moose.

- The Park should not be constrained in siting the pathway within 50 feet of the road. Tree removal should be considered along with existing open areas, particularly south of LSR.

- Adaptive Strategies specific to bicyclists should be developed and implemented specifically toward resource and wildlife interaction.

- We stand ready to participate with the National Park Foundation and other private sector individuals to address capital and operations funding for the pathway.

Adaptive Strategy

- We share the advocacy of limiting the capacity of the road during peak periods through smart traffic strategies that allow for future technological improvements.

- We concur that elimination of most commercial traffic is desired.

- We support utilizing small appropriately sized vans to encourage transit along and through the corridor. Vehicles should be equipped with bike racks.

- We support and encourage a park and ride or park and bike location near the north and south end of the corridor.

- We would support working with the Park on the creation of a Park/Ride/Bike that could include an interpretive element at Teton Village.

In closing, JHMR supports Alternative D as modified. We look forward and accept the challenge to assist in the development of effective adaptive management strategies perhaps with a Visitor/Eco-Education and Interpretive Center in cooperation with Grand Teton National Park.

Sincerely,

Jerry Blann
President

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1942**

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Correspondence Text

Topic Question 1:
I am not familiar with all the plans, but I would suggest paving the rest of Moose Wilson Road and leave as is. We have been coming here for 7 years and actually bought a house in Bondurant. It would be a tragedy to do anything to endanger the surrounding area or wildlife.

Topic Question 2:
To widen the road or put in a bike trail would be a bad idea. With the bears and traffic, there would be an accident waiting to happen with the bikers. I'm sure someone would get hurt or killed. They have enough biking trails in other areas.

Comments: I just hope the beauty and importance of the Moose Wilson road is not ruined.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1943

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Correspondence Text

Topic Question 1:

Strategy D is the most acceptable with a couple of major exceptions. You MUST pave the unpaved section of the Moose-Wilson Road. This is imperative to safe driving and low maintenance. The current road potholes badly after every rain storm. The so called Dust management treatment is totally ineffective and shuts the road several days during prime season. The second exception is the adaptive strategy of the reservation system. The park service has a poor record at effective reservation systems that are customer friendly. This could be done with a cell phone app and a license plate camera/gate to let reservations in.

Topic Question 2:

Alternative A just lets the situation to continue to get worse in every way.
Alternative B ignores the fact that the Moose-Wilson south entrance in the principal entrance for through traffic to the park. Blocking the road is a major problem for the thousands of people who stay in Teton Village and the Aspens and want to go elsewhere in the park.
Alternative C has the same problem as "B" plus it leaves the road unpaved and leaves out the important realignment of the road at the north end.

Topic Question 3:

You did not offer public transit in the corridor for people who choose to use it as a destination rather than a through route. A shuttle service between either end that stops at overlooks and trail heads would be a great way to reduce parking problems.

Topic Question 4:

The whole program seems to try and treat the Moose-Wilson corridor as a destination only rather than a

through route to the rest of the park. For thousands of people staying along the road it is the principal entrance to the park and a THROUGH route to the other equally special places in the park. Acceptance of this is vital to having a solution to the current problems. It is critically important to pave the entire road whatever you do.

I do not feel any proposal solves the Death Canyon access problem. Alternative D addresses this best BUT the problem is that gravel/dirt roads pothole disastrously whenever it rains and it rains EVERY afternoon in the summer. I think you need to seal it to the Whitegrass trailhead.

Comments: I live in Teton Village full time. The south entrance of the Moose-Wilson Road is my principle access to Grand Teton National Park. I use the south entrance several times a week to recreate in the park. I enter mostly by car, sometimes by bicycle and also via foot and in the winter skiis. Bicycle access is EXTREMELY hazardous due to the road not being paved. I would access by bicycle more if the road was paved and/or there was a paved bike path.

I am distressed to note the park seems to consider the Moose-Wilson Road as a destination unto itself rather than access to the rest of the park. I feel the plans should accept the THROUGH nature of the corridor and incorporate destination strategies as well. Closing and restricting are not acceptable solutions. The Teton Village area is growing bringing more and more tourists to the area and these tourists will use the corridor as their PRIME access to the greater park. Ignoring this fact is foolhardy in the planning process as you would be going against the tide.

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 1944

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Topic Question 1:

1. limiting the amount of traffic and the speed.
2. Reduce impact on Wildlife
3. Allow the area to retain it's historic characteristics.
4. Provide a more primitive experience than other parts of the park provide. This is one part of the Park that can allow visitors the chance to experience the wonderful benefit of nature without extensive human intervention. It can give visitors the opportunity to experience a semi-wilderness environment that many would never otherwise see. I have spent a lot of my life in the mountains of the west. The time I have spent there has greatly enriched my soul. I feel extremely luck to have had those experiences and would like everyone to have the opportunity to do the same. The vast majority will never be as lucky as I have been but they can experience it in a small way along the Moose Wilson Corridor if that area is maintained and enhanced as a more primitive area and not allowed to become a short cut for those that main goal is to get from point A to B as quickly as possible.

Topic Question 2:

1. Bicycle paths that are not along the road. It is not in keeping with that area of the park and will take away from the experience for the vast majority.
2. Allowing taxi's. Commercial transportation use, including trucks, should not be allowed in National Parks Guides with proper permits are different.
3. Realignment with the main goal being improved traffic flow. My feeling is that the road should require you to drive slow and be aware of the surroundings. Good design would open up the vistas and wildlife viewing areas in way that would be a surprise and imprint the majesty of the Park in our minds.
4. Closing the road two days a week. This will lead to confusion and frustration by those that are unaware

and are denied access. A reservation system may be necessary in the future but probably not now.
5. No action. Traffic is horrible and dangerous. What should be a highlight of a visit to the Park can turn into a frustrating and stressful experience.

Topic Question 3:

I didn't see one way traffic as an alternative. To me that, combined with some of the low impact strategies, makes sense. I know that a great deal of this discussion is being driven by business interests. I have owned a successful business in Jackson for 25 years. I first visited the Park in the 1940's as a small child and have had a love affair with The Park and Jackson Hole ever since.

One way traffic would, in my opinion, be positive for all business interests. I am aware that there are those in both town and Teton Village that feel that wider and bigger with a bike path will improve business. I fail to see how. Improving the road to increase capacity may make it easier for Teton Village residents and visitors to get to the interior of the park but on the other hand if the road was one way those that wanted to see the Moose Wilson Corridor would be exposed to both the Village and Town.

Topic Question 4:

Thanks for the opportunity to comment. This decision is one that I feel will have a tremendous long term affect on the Park and Jackson Hole. Please don't let the short term interests of those lobbying so hard for a pathways and a bigger road be the deciding factor. Once you go down that path it is not reversible. Short term gain at the expense of long term benefit is folly. Grand Teton National Park is the main reason we are all here. The Rockefeller vision saved this valley. Their resources, combined with the thoughtful passion of many, has protected the natural wonder of this place. More is not necessarily better. In this case it defeats what defines us. This is not a place to try and bring crowds. The Moose Wilson corridor can be the gem of the park if we don't love it to death and/or treat it as a transportation corridor.

There are places in the park that are already designed for a lot of people. The project that the Grand Teton National Park Foundation is doing to improve the trails at Jenny Lake will make it easily accessible to most visitors and is appropriate for many reasons. Jenny is so crowded that a parking space is tough to find for most of the year. Having a venue with trails that can be easily navigated by the vast majority of those that visit the Park is important. It allows large numbers to experience the wonders of the Tetons as efficiently as possible.

The wilderness is wonderful for those that take the time and have the ability to reach it. Most will never know what that means. The Moose Wilson corridor can be the bridge between the Jenny Lake experience and the Wilderness.

Jackson Hole is one of the truly magic places in the world and Grand Teton National Park is the heart of Jackson Hole. I'm glad that The Park Service is doing such a thorough and thoughtful job of weighing the alternatives before making changes that will have long term affect on the Park Experience.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1945

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Topic Question 1:

Thinking best with Alternative D since it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values , benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of a car.

Topic Question 2:

Gates and closures- B and C don't work. The negative impact of shifted or increase traffic is bad for the environment and bad for wildlife.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

Alternative A is not the right answer since it does nothing to help wildlife by reducing traffic levels or managing traffic flow.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1946

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Correspondence Text

Date: September 15, 2014

To:
David Vela, Park Superintendent,
Grand Teton National Park
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From:
Siva Sundaresan
Conservation Director
Jackson Hole Conservation Alliance
[REDACTED]
Jackson, Wyoming 83001

Subject: Jackson Hole Conservation Alliance's Comments on the Moose-Wilson
Corridor Comprehensive Management Plan Preliminary Alternatives

Dear Superintendent Vela,

The Jackson Hole Conservation Alliance (Alliance) appreciates the opportunity to provide comments on the preliminary alternatives for the Moose-Wilson Corridor Comprehensive Management Plan (plan). The Alliance has a long and positive relationship with Grand Teton National Park (park) and we look

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

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.

Below, we answer the four questions posed in the preliminary alternatives newsletter. These guiding beliefs motivate our answers:

Guiding Beliefs

â€¢ 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 Teton's 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.

â€¢ 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.

â€¢ 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. It is not the park's job to manage county transportation needs.

In addition to our comments on the preliminary alternatives, which follow at the end of this letter, we would also like to comment about the park's goals and desired conditions for the Moose-Wilson corridor.

Description of Desired Conditions for Park Goals

We agree with the park's goals and description of desired conditions for each goal - these accurately capture the state of valuable natural resources in the corridor. We urge the park to explicitly articulate objectives and indicators in relation to desired future conditions. These objectives and indicators will be essential in any adaptive management framework and can be developed with both hard and soft triggers for action. Below, we provide some thoughts that could help guide the development and choice of objectives and indicators.

First, the park seeks, "scenic vistas...to provide visitors with opportunities toâ€¦be immersed in the intimate natural settings of the corridor which are not diminished by development and continue to foster a sense of discovery."

Is it possible to identify how such scenic vistas will be characterized? At what level of development (e.g., width of road pavement, utility lines, infrastructure development, signs, park facilities, miles of roads, number of cars, etc.) will the natural settings of the corridor begin to become diminished?

Second, the park aims to have, "ecological integrity and processes including natural changes and disturbances, remain unimpeded." Specifically, what are the key ecological processes that the park has identified in this corridor - migration and connectivity, stream and river flows, disturbance regimes? How will the park evaluate the levels of human use (traffic, biking, hiking, etc.) in the corridor that do not adversely impact ecological processes?

Third, the park seeks to ensure that, "individual species and plant and wildlife communities function at natural levels of diversity, distribution and complexity with little human disturbance." The Moose-Wilson corridor supports a wide diversity of several species of local, state, and national conservation concern (from grizzly bears to boreal toads). How will the park continue to monitor the abundance and diversity of these species and their ecological function in the light of increasing human impacts in the area? It is

scientifically challenging to unequivocally demonstrate that human uses are having impacts on wildlife, habitat, and ecological processes, especially within localized areas that are part of larger ecosystems. Please take a precautionary approach to managing human impacts so that we continue to protect wildlife and habitat in the corridor.

Fourth, the park aims to provide visitors with the opportunity to, "understand and appreciate the importance of natural soundscapes and acoustic resources." What level of anthropogenic noise will be tolerated in the corridor? Additionally, recent research shows the significant negative effects of road noise on songbirds. Consider such findings while developing objectives and indicators for managing the natural soundscape of the corridor.

Further, please relate how specific management strategies will help achieve desired future conditions. This will provide a clear rationale for management actions and make it easier to choose those actions that will protect wildlife and habitat while also making it easy and safe for visitors to enjoy and experience the Moose-Wilson corridor.

Overall, by outlining objectives for the corridor, the park can effectively analyze and communicate which strategies help us meet those objectives. Finally, it provides some framework for a comprehensive analysis of the impacts (on all park natural resources and visitor experience) of all strategies.

Analyses of Impacts

Thorough analyses of the strategies proposed in the preliminary alternatives, as well as the strategies that will be considered in the Draft EIS, will provide the facts and data necessary to make informed choices about how we provide appropriate opportunities for visitors to use, experience, and enjoy the corridor while protecting the park's nationally significant resources.

Analyses must consider all of the impacts of proposed actions on the goals and desired future conditions that the park has described. As required, impact analyses must also consider the cumulative effects of any proposed actions.

In particular, we ask the park to analyze how human actions in the corridor, including road traffic and visitors, will affect wildlife habitat, animal behavior, movements and ultimately populations. For instance, there is abundant recent research on the effects of roads on grizzly bears - road density is a significant predictor of increased bear mortality in the Greater Yellowstone Ecosystem. Increasing human use of the corridor, while a positive development from a visitor use perspective, may have negative effects on wildlife. Research from Yellowstone has shown that human activity can displace grizzly bears from prime foraging habitat, with potential negative consequences for bear populations. More generally, how will increased human activity in the corridor affect populations and habitat use of other carnivores such as cougars, lynx or wolverines? We do not know if the Moose-Wilson corridor serves as a connectivity corridor for some of these species, which are of significant conservation concern.

Road and traffic noise also impact avian habitat use. Recent research has shown that road noise can significantly reduce songbird abundance. At a finer scale, road and traffic noise can change species' foraging or anti-predator behavior. If new construction is planned, will the clearing of trees affect cover for nesting of birds?

The presence of the road, and associated human motorized and non-motorized use, can also significantly affect wildlife movement leading to a loss of functional habitat connectivity. More generally, the effect of

roads on habitat fragmentation is well documented.

We ask that the park consider the impacts of the road broadly to include not just the presence of the road, but aspects about its short and long-term use. Several recent scientific articles, including by National Park Service scientists, suggest frameworks for comprehensively considering road impacts (construction, presence, and use) on ecological processes and species populations.

The park has also proposed several strategies in the preliminary alternatives that require adaptive management. The Draft EIS must include appropriate hard and soft triggers for the various adaptive strategies. These triggers must be clearly related to the park's desired future conditions.

Finally, given the long-term nature of this planning effort, the park should attempt to consider both the immediate and ultimate impacts to park resources of any management actions. The EIS analyses should also consider the future impacts of climate change on the corridor and how the Comprehensive Corridor Management plan will ensure ecological integrity and resilience in the corridor to withstand these predicted impacts in the long run.

Lacking these analyses at this point, we are making our recommendations based on currently available preliminary information and what we believe will most effectively leave the wonders of the Moose-Wilson corridor unimpaired for future generations.

Comments on the preliminary alternatives

Question 1:

Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

Please carry forward these particular management strategies for further analyses:

• The park should further research all strategies for traffic management in alternatives B, C, and D including limiting through traffic, hourly limits on traffic, and a reservation system.

• The park and almost all constituents agree that traffic is the critical management issue for the corridor. The park should aggressively investigate all methods to reduce traffic and ensure that all vehicular traffic entering the corridor has to pass through a fee station.

• Recent research commissioned by the park has shown that about 2,000 cars use the corridor per day during peak periods. In addition, a significant portion of these cars spend less than an hour in the corridor. These traffic patterns do not conform to the corridor being used primarily as a visitor destination. The park should seek traffic management strategies to reduce the total number of cars in the corridor while encouraging increased length of time each vehicle/group of visitors spends in the corridor to fully experience and appreciate the natural wonders of the corridor.

• The Strategy presented in Alternative B to make the Laurance S. Rockefeller Preserve (LSR) a destination and prevent through traffic is worthy of further consideration, despite the additional impacts of creating an additional road and parking facilities. Please evaluate if this is the least impactful way of managing traffic, while encouraging visits to the LSR Preserve.

• Examine the short and long-term impacts of paving the southern section of the road. While a gravel road may discourage traffic, its impacts in terms of dust and dust-reducing chemicals may, in the long term, be no greater than paving a narrow section of the road in a manner that preserves the rustic character of the road.

• The 2007 transportation plan included a decision to realign part of the northern section of the road away from sensitive wetland habitat. We assume that present conditions with respect to this decision still

warrant realigning the road. Further, realigning the northern entrance of the road (near the Murie Ranch section) to be behind the park entrance station would move the road to less sensitive habitat and reduce the road obstruction for a critical wildlife movement corridor along the Snake River.

â€¢ The recent report from Utah State University suggests one major impact from traffic is the large number of, and impacts from, visitor created parking along the Moose-Wilson Road. By creating a number of pullouts and strategically preventing visitor-created parking using design features in least impactful places, the park can provide ample visitor opportunity to stop and watch wildlife while also reducing traffic impacts, if the park continues to allow auto access. All alternatives contain management options for creating pullouts. We urge a balanced number and location of pullouts that meet visitor expectations while limiting impacts to habitat along the road.

â€¢ The park should consider strategies that make it safe and easy to visit the Moose-Wilson corridor by bicycle. In so doing, the park should evaluate the potential for harmful encounters between bicyclists and wildlife, especially in a densely forested area with limited sightlines. Appropriate strategies to manage these encounters must be developed to ensure the safety of visitors and park wildlife.

â€¢ The park should consider all strategies to limit commercial use of the corridor by taxis and similar transportation services as indicated in Alternative D. The Moose-Wilson Road is not a county transportation corridor. It is a park destination.

â€¢ Commercial interpretive tours that focus on providing visitors with an experience of the wildlife and habitat in the corridor such as wildlife tours, horseback or bicycle tours, may be allowed to continue in a way that manages for impact, as with all other human activities in the corridor.

â€¢ We encourage the park to strongly consider managing the Death Canyon trailhead using the strategy specified in Alternative B. This reduces impacts of visitors along the unpaved section of the road, while allowing ample visitor access to trails and hiking opportunities. Please use the data from the recent studies by Utah State and Penn State to justify and choose the smallest feasible size of the parking lot. Is a parking lot for 60 cars really necessary? This represents a peak number only met for a few hours each day during a brief two-week window, as suggested in the recent Utah State Study.

â€¢ The ungroomed section of the road from Granite Canyon to Death Canyon provides excellent cross-county and back country skiing opportunities. We urge the park to continue evaluating strategies that retain this ungroomed section, regardless of whether the northern parking lot is moved to the Sawmill Ponds, Murie Ranch or the Death Canyon trailhead.

â€¢ Preserve and maintain a great experience for visitors to enjoy and appreciate the natural beauty of the corridor. Maintain the rustic, rural and intimate character of the road. Limit any additional impact to the road and corridor from visitor traffic. The corridor is a prime destination well known locally and nationally as a unique park destination. Management strategies should preserve and maintain the existing character - intimate wildlife viewing opportunities and a rustic, rural road - that make the corridor such a wonderful destination. We prefer strategies that dial back impacts and maintain the goal of self-discovery for visitors. Too many established vista points and visitor services along the corridor will impair the natural, intimate character of the road.

Question 2:

Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

The critical management issue confronting the Moose-Wilson corridor is the increasing human impact in the area, primarily from vehicle traffic. The park must minimize any additional human impacts on the corridor by maximizing the use of existing assets so that traffic is reduced while making it safe and easy for people to visit and enjoy the corridor on foot, bike, or transit.

Given that traffic management is the single biggest issue for the Moose-Wilson corridor and the biggest

impact on both the park and visitor experience, please do NOT carry forward these particular management strategies:

â€¢ No Action is not a feasible option, even though we recognize that it must be analyzed. Doing nothing does not alleviate the critical issue of the number of cars on the Moose-Wilson Road.

â€¢ In addition, several of the alternatives call for adaptive traffic management plans, including closing the road at peak times or hourly limits. While attractive in theory, implementing these strategies may present significant management challenges; for example by creating traffic bottlenecks and putting park personnel in a position to refuse visitors entry that may result in visitor conflicts. These situations may result in negative and unintended impacts to traffic and visitor experience. The park should deeply examine which of these traffic management strategies are feasible and how they can be simplified for management and visitors. For example, the park may consider limiting through traffic for the entire duration of the peak season, say from July 1st to August 15th, rather than attempting to manage traffic on a daily or hourly basis. Despite being more intrusive, simple decisions may be easier to communicate and manage than more complex strategies, making it easier to manage visitor experiences.

â€¢ Alternatives A and C do not propose to realign the northern section of the road away from sensitive wetland habitats. We believe that factors calling for realigning the road as proposed in the 2007 plan still hold and the road should be realigned away from sensitive habitats. The old roadway should be restored to natural conditions.

â€¢ Alternatives A and C allow taxis to use this corridor. The Moose-Wilson Road is not a transportation corridor; it is a park destination. We do not believe taxi transport is in line with park's objectives. Only commercial activities in line with using the Moose-Wilson corridor as a park destination, for instance, interpretive wildlife tours in vehicles, horseback tours or biking tours, should be considered within such a corridor.

â€¢ Grooming the road during the winter is an unnecessary impact. Please do not continue this strategy. Opportunities to ski the road in its ungroomed state are adequate, and may even be more desirable and in line with the corridor as a wild destination.

â€¢ The corridor is a prime destination for visitors locally, nationally and internationally. Strategies must be taken to provide visitors with adequate opportunity to enjoy and experience this corridor by foot, bike, or transit.

â€¢ The park's primary goal is, and must be, to protect the wildlife and habitat resources of the corridor. Strategies that entail any additional impacts on the corridor need to be adequately justified as bringing us closer to a long-term vision of protecting the natural resources of the corridor unimpaired for future generations.

Question 3:

Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

As mentioned previously, traffic management is the single biggest issue for the Moose-Wilson corridor as vehicle traffic has the biggest impact on both park resources and the visitor experience.

Therefore, please consider the following additional strategies:

â€¢ More aggressive strategies to reduce vehicle traffic flow through the corridor including:

- o The adaptive management strategies approved in the 2007 transportation plan - already studied and approved - should at a minimum be re-examined. For example, the park had proposed to study the effects of making the road one-way. This may allow accommodating traffic and bicyclists along the existing pavement. Why is this strategy not being further explored?

- o In addition, the park should consider options for redesigning and re-engineering the road in a manner that would physically limit vehicle speeds to under 15 mph, using speed bumps, dips and appropriate

signage. This would discourage short cut trips through the corridor and further encourage use of the corridor as a visitor destination. Park objectives should be to reduce the number of cars in the corridor while increasing the visitor time spent within the corridor to experience and enjoy it.

- o Closing the road at certain times of day, say from dusk to dawn, in order to minimize the impacts of vehicular and other human traffic on wildlife. Closing the road at night provides a clear message that the road is not a transportation corridor, but only a park destination, and would not interfere with park visitor wildlife viewing experience. It would also be good for wildlife.

- o The park should more explicitly consider strategies that encourage people to leave their cars and visit the corridor using human-power. The preliminary information from the Utah State Study shows that a majority of visitors to key destinations in the corridor did not ever leave their car. Providing incentives for people to leave their car and walk, hike, or bike in the corridor makes for a more intimate experience with wildlife and habitat, and fosters greater support of the park in the long-term.

- o The park should explore additional public transit opportunities, like using some type of interpretive tour / transit system that allows people to learn about and experience the corridor while not having to drive a vehicle.

- o Longer-term, we would encourage the park to develop a strategy to provide public transit throughout the entire park. In the future, one should be able to visit Grant Teton National Park without a car.

- o Teton County, Teton Village Association, and START would all be potential local government entities and corporations with whom the park may explore a partnership to provide funding for transit services within the Moose-Wilson corridor and more widely across the park. The park should consider an in-house transit system, managed and operated by the park itself or a park-approved concessionaire.

Question 4:

What other comments or suggestions do you have?

We want to reiterate the fundamental values of the Moose-Wilson corridor and an overarching theme that should guide any park management decision about the Moose-Wilson corridor.

The Moose-Wilson corridor is a unique part of the Greater Yellowstone Ecosystem and Grand Teton National Park that harbors a unique diversity of wildlife, habitats, streams, rivers, and scenic resources. It provides an unparalleled chance to experience some of Grand Teton's most spectacular wildlife, habitat and scenery. The National Park Service has an obligation to protect and preserve these resources for current and future generations and must focus their efforts on doing so.

The park must make it easy and safe for people to visit and enjoy the Moose-Wilson corridor on foot, bike, or any other means. It should not be necessary to have a car to visit the corridor.

It is not the park's job to manage county transportation needs. The Moose-Wilson Road is not a county transportation corridor.

We look forward to a Draft EIS with a preferred alternative that contains aggressive measures to reduce traffic, protect park resources, and makes it easy and safe to visit the Moose-Wilson corridor on foot, bike, or transit.

We look forward to a complete evaluation of impacts on all park resources, both short and long-term cumulative effects, and accounting for climate change. We hope that the park will identify clear management objectives and indicators for the corridor along with hard and soft triggers for any adaptive management strategies.

Overall, we recognize the challenges facing the park in meeting the demands of diverse interests. Ultimately, the park must manage the corridor to meet its stated and legal mandate: protect critical park resources while also making it easy and safe for people to visit and experience this unique corridor with minimal impacts to park resources.

If you have any questions, please do not hesitate to contact us.

Thank you.

Sincerely,
Siva Sundaresan

Conservation Director
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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1947

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Topic Question 1:

I support Alternative D. This would be the best use of the Moose Wilson corridor to continue the existing pathway from the Village Road to Moose, connecting the two areas. It would be the least impact on wildlife and the beauty of the area. It would provide locals and tourists to the Valley the enjoyment to beauty of where we live.

Topic Question 2:

The expansion of the road would go against all the principles we all hold so dear to our hearts regarding the preservation of open space and wildlife effects. The closure of the road would only prohibit those that want to enjoy that part of the Park.

Topic Question 3:

Only to keep the building of a pathway quick and efficient.

Topic Question 4:

None.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1948

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Topic Question 1:

I believe there are more alternatives than A, B, C, or D. I believe Alternative A best suits the mission of the National Park Service, which is to preserve our lands in a natural state. I believe the corridor should remain in it's present state, and I would support placing restrictions on commercial activity, and would also support all temporary closures ordered by NPS rangers and officials to protect the wildlife during times of high activity.

I strongly support studying an alternate route outside of the GTNP boundaries, such as the construction of a North Bridge to connect Teton Village to the Airport. If done right (with wildlife easements, bridges, tunnels) it would allow for year round use, a paved pedestrian path, and most importantly it would be suitable for commuter traffic, which should not be tolerated on this stretch of road in GTNP. The construction of this bridge is a missing link in our infrastructure, it is crucial for long term planning, and it would alleviate our traffic problems greatly, as well as facilitate mass transit.

Topic Question 2:

I firmly believe that Alternative D is the most detrimental to the park, and would simply encourage even more people and traffic. I do not believe that increasing the carrying capacity of this area would benefit any of the wild lands that were preserved thanks to the foresight of our predecessors. There are plenty of places in this valley to ride a bike on a paved path, and this seasonal road should not be forever compromised simply because it has the support of community organizations such as Friends of Pathways that are well funded and have political ties. I am fully aware that the creation of a paved bike path would be a major project that would permanently alter this area.

I am certain that this congestion problem is strictly related to the fact that there is no alternate route.

Topic Question 3:

Yes, I believe the best long term plan would be to study the possibilities of a North Bridge connector from Teton Village to the Airport, outside of the GTNP boundaries. This would help traffic and mass transit, it would be available to use year round and suitable for commuters. It would be a great way to link the paved bike paths. This new section of road is also about half as long as the 7.7 mile stretch. If this could be achieved, someday the Moose Wilson Road could possibly be for pedestrian use only, which could be a valued attraction for all visitors to the park.

Topic Question 4:

I am thankful that the public's comments are being considered, but I trust the NPS to make this decision. I sincerely hope this decision would be based on preserving the area. I also hope that all other avenues be considered, such as working with WYDOT and our Teton County and Wyoming Government representatives to seek other alternatives outside of GTNP. I sincerely hope that the private landowners in the area of the potential new road would be willing to review these options, and I hope that they could be respectfully approached. These landowners should be rewarded for their sacrifice to better our valley, as it takes serious foresight to realize that this will benefit our valley forever, similar to the deeds of the Rockefellers.

Comments: I recognize that it is not the job of the National Park Service to propose new roadways outside of GTNP, but I believe that if a North Bridge proposal was included as "Alternative E", then it would be the most popular choice. I remain certain that the problems in the Moose Wilson corridor are a result of this missing link in our infrastructure. I strongly believe that Teton County is now ready for this road, and I think that now is the time for our local and state government, WYDOT, Friends of Pathways, and the media to discuss this alternative plan, as opposed to facilitating further unneeded expansions within GTNP.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1949

Author Information

Keep Private: No
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Jackson Hole, WY 83001
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See below

Topic Question 2:
See below

Topic Question 3:
See below

Topic Question 4:
See below

Comments: Hi:

After listening carefully to all the arguments, we want to support the least impact on the national park, Moose Wilson corridor. We have changed our minds from wanting a bike path and road improvement to wanting the park to stay as natural as possible. We can save our driving and cycling adventures for other areas. Please preserve the area for the wildlife.

Thanks you,

Don and Gwenn Wadsworth
Jackson Hole, WY

[Redacted]

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1950

Author Information

Keep Private: No
Name: Zahan Billimoria
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 2:
i opt of C or D

Topic Question 3:
my sense is that while many of the strategies do address the current needs - the missing piece is traffic management on behalf of the park personnel. ultimately the moose-wilson corridor IS a roadway and should be administered as such. allowing visitors to park their vehicles in the roadway and exit the vehicles in order to view wildlife is unacceptable. encourage more respect for the animals, and other road users by enforcing basic traffic behavior - park in pull outs or receive a heavy fine.

Topic Question 4:
thanks for opening this to public comment.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1951

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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houston, TX 77062
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
must maintain wildness of all parks. motorized vehicle transportation is very much abused in this country!!!!!!!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1952

Author Information

Keep Private: No
Name: Celia C. Wallace
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I personally support Alternative D - I think this plan allows the best way for humans and wildlife to coexist in this critical habitat corridor. I do think that is, indeed, possible. This is NOT wilderness and for the most part, people do want other people to experience his unique opportunity to live and breathe the same air as these creatures. It's only a for a few months that this is even possible.

Topic Question 2:

I think it's important to alternative means of transportation for visitors...mass transit, foot and bike path. Everyone knows that when they they go hiking/biking in a National Park, there is a chance for bear, deer, elk, moose, etc. This is no different than hiking in the Grand Tetons. I DO not support closures and gates mentioned in several alternatives. This only makes more congestion in other places during the heaviest visited months of the year.

Topic Question 4:

I think Jack Stark's recent letter to the editor in the JHNG sums it up for me. Back in 2005, I was working for Senator Craig Thomas and I remember an article he wrote about the pathways that are now in the park. He said the pathways were "pure poison". I'm sorry - but there is NO evidence that these paths have done anything BUT enhance the visitor's experience in the park. In addition, the Park's own wildlife studies further prove there is no real negative impact on wildlife. My husband, 9 year old daughter and I just rode from Dornan's to Jenny Lake. We all were so happy that we could do this. If I'm riding on the road, I live in constant fear of the texter, phoner, etc. In this device addicted age, the path provides a safe alternative. And it IS an extremely different experience than driving by.....shame on Mr. Stark for wanting me to get behind the wheel, use gas, and drive by. I'd rather smell the smells, see the sights and peddle my

way. And for those I've seen in wheelchairs, it's an amazing experience. Craig Thomas would be so happy to know that he has added so much pleasure for the park visitor.

Comments: From my understanding, the proposed path along the moose Wilson corridor will not be as intrusive as the building of the Rockefeller Center and that proved to have negligible deleterious effects. The existing fiber optic corridors are proof that minimal disturbances don't cause harm to wildlife.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1953

Author Information

Keep Private: No
Name: Jennifer S. DiRenzo
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Organization Type: I - Unaffiliated Individual
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Elk Creek, MO 65464
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1954

Author Information

Keep Private: No
Name: Robert C. Warsinskey
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Organization Type: I - Unaffiliated Individual
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Bolivar, OH 44612
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I haven't seen them and was not able to locate them

Topic Question 2:
same as above

Topic Question 3:
same

Topic Question 4:
Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of

alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

Comments: We have traveled to the Grand Tetons quite often considering how far away it is from our home and have found it to be one the places we enjoy most. I always make the MW road area a part of our visit, particularly in the hopes of seeing wildlife such as moose, beavers, owls, bears...all of which we have seen at one time or another. It would be an absolute shame to see this area turned into a highly traveled "thruway." To me it is a National Park road and should be treated as such.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1955

Author Information

Keep Private: No
Name: Jack E. Stark
Organization:
Organization Type: I - Unaffiliated Individual
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Wichita, KS 67230
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 09/10/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Superintendent David Vela

Grand Teton National Park

Dear Sir:

During my tenure as Superintendent of Grand Teton from 1979-2002 it was often suggested that the Park should improve the Moose-Wilson road. The request was always made by those wanting quick access to and from the airport and the west side of the valley. No action was taken in order to preserve the character of the road.

GTNP has made a good start with the planning process to address the alternatives. Alternative B addresses the parking problem at the Death Canyon trailhead and moves the Moose-Wilson road from the sensitive wetlands near Saw Mill Ponds. It also emphasizes retaining the slow speed and the narrow winding character of the road. It does not call for the construction of a separate paved bike trail. The area is actively used by both grizzly and black bears as well as moose. All can be dangerous to bicyclists when sudden encounters occur. The Park has an extensive system of paved trails. Alternative B calls for active traffic management. Such measures as portable warning signs that can be moved as wildlife activity changes, strict speed control, temporary closures and speed dips are examples of such measures. As the planning process proceeds, a wide range of suggestions will be made to reduce and control traffic. An open-air tram that provides public transportation from the Moose Visitor Center to the Rockefeller Preserve would reduce the traffic and parking problem there.

Alternatives A, C and D should be rejected.

Sincerely,

Jack E. Stark

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1956

Author Information

Keep Private: No
Name: Alice Stevenson
Organization:
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Victor, ID 83455
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E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support all the stated goals and desired conditions.

I favor the Moose-Wilson Road Realignment as described in Alternative B, no matter what other decisions are made. I likewise support paving the unpaved section of the road, as described in Alternative B, regardless of other decisions.

I support reduced speed limits, regardless of other decisions.

Topic Question 2:

I do not think most of the traffic control strategies are workable. People need to know what to expect regarding travel through the corridor.

Topic Question 3:

Shuttle transport in lieu of private motorized travel during peak tourist season.

Topic Question 4:

Please see comments below.

Comments: I urge the NPS to create a new alternative, because I do not think any of the current alternatives will serve to meet all of the stated goals and desired conditions, all of which I support.

Most people familiar with the Moose-Wilson Corridor would agree that traffic management is the biggest problem. The best alternative for managing traffic is to eliminate private motorized vehicles on the road. Banning cars is a move needed now, and it will be needed even more in future years. Run a park service shuttle with stops at the Granite Canyon trailhead, Rockefeller Center, Death Canyon trailhead, and the beaver pond area. Some people may choose to simply ride the shuttle for the entire length of the corridor; others may stop at one or more destinations, catching a later shuttle. Both types of visitors should be accommodated by the shuttle. Shuttles work well in Denali and Zion, the two National Park shuttles that I have used. Like the shuttle in Denali, bus drivers should stop briefly when wildlife is spotted. Wildlife is a major reason why people love to travel through the corridor. However, no one should be allowed off the bus during these brief stops. Loading and unloading of passengers should only be at the designated spots. Parking for private vehicles should be provided at both ends of the corridor, so that people can choose where to start/end their shuttle ride.

If a shuttle is not implemented in lieu of private motorized travel, then I urge the NPS to make the road one-way. This will help with traffic flow and safety, but it would not eliminate the current need for additional parking, which is a big negative to allowing private cars to continue to use the corridor. Needing to wait in line to get a parking place at the Rockefeller Center is a really bad situation (which a shuttle would eliminate). Parking near the Death Canyon trailhead is also a problem.

I do not blithely ask for the road to be one-way-my family lives in Teton Valley, and we often travel to and from GTNP via the Moose-Wilson corridor, because it is shorter for us and eliminates the traffic hassles of Jackson. But if we (and others) want to reach other parts of GTNP, we can take our own car into the park via Jackson and Moose. I also realize that many locals are strongly opposed to making the road one-way. However, this is a national park, and decisions should be based on what is best for the park (in helping it to fulfill its mission), not on the needs of those who live in the immediate vicinity.

I favor the Moose-Wilson Road Realignment as described in Alternative B, no matter what other decisions are made. I likewise support paving the unpaved section of the road, as described in Alternative B, regardless of other decisions.

I am a cyclist, and I love pathways because they are the safest place to bike. However, I am opposed to a separate pathway in the Moose-Wilson Corridor, as proposed in Alternative D. I think it would damage too much of what is already a narrow corridor of plant and animal habitat. Again, I urge the NPS to think first of its mission and base decisions on what is best for a national park.

If a shuttle service is implemented in lieu of private vehicles, and if the unpaved section of the road is paved, then I think bicycles could share the road by striping a bicycle lane that could be used by bicyclists going in both directions. (If the road is widened, then a bike lane could be striped on both sides, but I fear the additional width needed would be detrimental to the natural resources. Still, it might cause less damage than a separated pathway.) Of course that wouldn't create safe bicycling for young children, but there are other places in the park where families can enjoy safe cycling on separated pathways. Not every part of the park has to accommodate every possible use (which is another reason I am opposed to a separated pathway).

If the road becomes a one-way road, then I would support a striped bicycle lane on the right side of the road. Bicyclists have their mirrors set to see cars approaching from behind only if the bikes are to the right of the cars. (This was originally a problem on the inner road between String Lake and Jenny Lake.)

I support reduced speed limits (regardless of other decisions). If a shuttle service is implemented, I suggest

June 1 through September 30. During May and October, allow private motorized vehicles.

Additional bicycle travel on the road should be allowed outside the dates when motorized traffic is allowed. That is, before and after the motorized season (whether that is by shuttle or by private vehicles).

Winter grooming of the corridor should be left open as an option, perhaps made possible by a private-public partnership. Fat tire (aka snow) bikes should be allowed to use the corridor during winter. And of course snowshoeing and ski touring should be allowed.

I think the Commercial Activity as outlined in Alternative B is reasonable. Do not allow taxis (as included in Alt. C). I don't understand the significance of the differences in the first bullet point on Commercial Activity in Alt. B & C. Both seem workable.

I am opposed to the traffic control options in Alternatives B, C and D. A shuttle or one-way traffic are both better options.

Parking needs would be drastically reduced if a shuttle is implemented in lieu of private vehicles during the main tourist season. This would be a huge plus for conservation of natural resources.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1957

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1958

Author Information

Keep Private: No
Name: Nancy Weeks
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Please include a separate paved multi-use pathway. Realign the northern section of road so that is not located in the wetlands. Put one park entrance station at the northern end of the corridor - one station that serves both Teton Park Road and Moose-Wilson Road. Include a transit system to reduce cars.

Why? I want a pathway because I believe that is the future. I want people to exercise, breath fresh air, smell and hear things they don't normally experience because we spend too much time in cars. I want our national parks to inspire people to be outside and be healthy, happy contributors to our world. I want my paraplegic mother who has been in a wheelchair for almost 50 years to experience GTNP from the pathway and not from a car. I want GTNP to do what it can to inspire people to become stewards of the park - and I think a pathway will go a long way in doing that.

It is a no brainer to realign the northern portion of the road - it is what's best for wildlife and for traffic control.

Topic Question 2:

I don't think it is best to close the road for 2 days a week - that does not lend itself to a good visitor experience. It would be confusing to locals and tourists both. We want to invite people into the park, not turn them away.

Putting a gate in the middle of the road and having traffic turn around at LSR is also not a good solution. This will be confusing the visitor and create more traffic jams on Moose-Wilson Road. A gate will cause

people to spend even more time in their cars, because they will be driving more and more through the Town of Jackson and other roads in the park. More cars on the highway equates to more wildlife collisions. We have to encourage people to get out of their cars, not spend more time in them.

I'm not sure why Alternative D has so many pullouts. Is that necessary? If one goal is to decrease traffic, let's not encourage that traffic to hang out on the road with so many pullouts. Common sense says to strategically place a few pullouts on the road.

Topic Question 3:

GTNP can have more partnerships with area organizations. Jackson is a community that likes to help. Let us help you. Whether it is for funding, volunteer labor, or creating a new transit system - this community is here to help and to problem solve. Use the resources that surround you.

And please include a pathway. :-)

Topic Question 4:

I believe in the power of pathways to foster healthy lifestyles, curb dependence on cars, mitigate traffic problems, safeguard pedestrians and cyclists, and expand our appreciation for the natural world. I see things I don't normally see while on a pathway because I'm moving slowly and my senses are alert. I want more Americans to get outside. I know that people from all over the country and even other countries know about our pathway system. They come here to enjoy them. My wish is that GTNP be a leader in how parks are managed, not do things how they have always been done. Let's evolve together and create a spectacular park experience for everyone. I walk and ride on pathways because they bring me joy and make me feel free. There is no better place to feel that than in a national park.

Thank you for being stewards of our beautiful lands. Let's create a new generation of conservationists and stewards by allowing people to have a diverse and healthy park experience.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1959

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Bayside, NY 11360
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1960

Author Information

Keep Private: No
Name: Jeannette (Moosie) Woodling
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Jackson, WY 83001
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/08/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

I have lived in Teton County 62 years and especially within Teton Park on a year-round basis. I am now living at River Rock Assisted Living about 2 miles south of town.

Regarding the Mose-Wilson road: Restrict the road at Rockefeller preserve to prevent through traffic. Teton County development impacts should not be imposed on, or accomodated in Teton Park.

All parks are for the benefit and enjoyment of the people. There is much to be seen and noted in this area including bears on occasion, beaver, as well as large animals such as moose and elk. So I suggest traffic speed be no more than 20 miles an hour at all times and possibly checked by radar or NPS on patrol when needed. No motor homes, trucks, motor cycles, or commercial traffic at any time.

If trees and bushes are obscuring the roadway and the driver, cut down when needed. Winter plowing should stop at the White Grass junction. Keep the bridge across the creek in good repair.

There are/were homes off that road that need to be torn down and burned. Namely the Helen Wittmer property and the Leland Curtis property. That's a good job you folks need to do before winter sets in this year!

Thank you for the opportunity to comment on this important item.

Jeannette (Moosie) Woodling

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1961

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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N/A, UN N/A
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 08/28/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Other

Notes: Public meeting flip chart notes regarding Alternative A. Comments were reviewed individually, however none were coded because the same ideas were previously coded many times in other correspondences and are thoroughly captured.

Correspondence Text

Moose-Wilson Preliminary Alternatives
Flip Chart Comments from Public Open House
August 28, 2014

Alternative A

1. No added paving
2. No loss of natural vegetation/habitat
3. No action
4. No through traffic
5. Do not leave as is. Too many issues. Traffic increase and more wildlife using area.
6. Gets my vote
7. 2 way traffic is good
8. No physical changes! (Periodic closings for maintenance is okay)
9. No bike path because of paving and scenic impact/animal impact. Lets have somewhere minimally developed even if traffic is a problem.
10. Some places deserve to be preserved as is. This is one of them!
11. Keep Death Canyon Rd. primitive
12. Off the table - Traffic needs to be limited. Projected to double every 15 years.
13. No further disturbance of any kind! Keep the area the way it is!!
14. Alternative A does not do enough to lower traffic.

15. Yes& to limiting new disturbance, but something needs to be done about big increases in traffic in recent years& This is a special area/important wildlife habitat!
16. Totally agree!! [with arrow to previous comment]
17. Yes! [with arrow to comment 15]
18. Traffic increases are largely due to popularity of LSR - which is great! Road is actually safe - no serious accidents to date. Keep it as it is - its a beautiful natural road and I would only suggest limiting taxi and commercial vehicle use.
19. NO ACTION! Anything is against park service guidelines.
20. No action - allows two directions for those of us N [north] of Moose - after concerts lovely to drive (slow) and see wildlife
21. Definitely keep road narrow, slow, rural character. Seems like northern section isnt aligned in best spot for wildlife - there are beaver benefits to realigning. Thanks!
22. Not my choice, too many conflicts!
23. Increase trails - so people get out of their cars. Needs a Bike PATH!
24. Close road at preserve. Dead-end from Moose and from TV. No through traffic at preserve. Low traffic volume lets bikes share road with with few cars.
25. No through traffic!
26. Keep trailer traffic off, as is because too long for a narrow winding road. No place to turn around.
27. Lots of merit in leaving it alone, but adding a pathway.
28. Traffic noise and congestion = undesirable. Lets not bother wildlife.
29. Unpave the entire road -
 - a. People slow down which protects wildlife
 - b. Less traffic overall
 - c. Still easy to access compared to shutting down the road
 - d. To pay for regrade - increase price to enter and use that money.
30. Keep as it easy, sign to inform visitors that if in a hurry maybe not the way to go.
 - a. Think of animals
 - b. Road has history of dude ranches all along the road - preserve the history of the area.
31. Close it all together!
32. Needs paving and separate pathway
33. Pathway needed for safety and visitor access, experience.
34. Alternative A does NOT work because it doesnt provide for a safe and separate pathway. Please provide cyclists and pedestrians with safe access so they can enjoy the park outside of their car.
35. Alt A does not meet the need to provide safe access for all users.
36. Would not meet the goal of shifting impacts away from sensitive resources on the north half of the corridor.
37. Keep it as is - I would recommend letting people discover the area themselves (self discovery) and not directing people to it
38. It is an historic, beautiful, natural road
39. It is part of the historic culture
40. Would be a mistake to cater to a small % of users (bikes)
41. A solution must be found for the long term. Status quo unsafe for humans (especially outside of a car and for wildlife)
42. Wildlife of utmost importance& if road remains the same - slow traffic with speed bumps& Although Im not aware of wildlife hit on M-W Road keep closed as historically has been closed.
43. No action does not address current and future impacts. Wildlife and desired conditions must be addressed this alt ignores them.
44. 1st bicycle - toured M/W Road in the middle of the day in summer of 89 and not one car passed me. Too bad its now discovered but Id hate to see it improved/developed&

45. If necessary close the M.W. Road to preserve its uniqueness. It is time Teton County address traffic needs created by growth& Maybe its time to once again explore the north bridge option!!!!
46. Yes! [Referring to previous comment]
47. I agree Moose-Wilson corridor is bearing the brunt of Teton County not dealing with traffic issues - Close it for the wildlife. [with arrow to comment 45].
48. No action or close. Remember why people love this area - wildlife - wildness - no commercial guides and cabs.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1962

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Notes: Public meeting flip chart notes regarding Alternative B. Each comment was individually reviewed, however comments were not coded as the same ideas were coded multiple times in other correspondences and are therefore thoroughly represented.

Correspondence Text

Moose-Wilson Preliminary Alternatives
Flip Chart Comments from Public Open House
August 28, 2014

Alternative B

1. I like location of Death Canyon Trailhead - room for more parking
2. Do we really need to pave road - might encourage more traffic
3. No new pavement
4. No rerouting road - allow buslike vehicle only if traffic is issue - like Grand Canyon / Zion
5. Bikes could ride on existing road
6. No paving
7. Dont pave the road - it encourages speeding
8. Traffic management actions are not visitor friendly - confusing to users
9. Mid-road closure difficult to manage and communicate
10. No need for commercial use. Just people and animals. No paving to make more use.
11. No signage along rd. except periodic speed limit signs.
12. No commercial except necessary rd. maintenance.
13. Control at Chapel Rd. entrance to disallow RVs and Trucks, any large vehicles.
14. Grooming for X-country Skiing/snowshoeing would be wonderful.
15. Like the focus on protecting nat. resources & wildlife.

16. Lower the speed limit for entire rd.
17. No bikepath - dangerous - bears.
18. No bike path see above!
19. Too dangerous for bikes no matter which alternative is used!
20. Extend comment period!
21. Yes, extend comment period!!
22. Emphasis should be on preservation of wildlife habitat, not visitor destination emphasis
23. leave road unpaved!
24. terminology & corridor for visitor destinations is confusing
25. Realignment makes sense for Beaver Ponds Entrance Station. If paving road does not hurt wildlife, its o.k. Traffic control is a good idea but hard to implement, especially for northbound. Would need signs in town at Y, at Stilson and maybe at Village.
26. Realignment - makes no sense for those of us who have travelled for many years appreciating the wildlife on orw drive too and fro from Moose to the Village.
27. No RVs either direction - too big - too dangerous.
28. &or trailers& ditto
29. I oppose paving of this special segment for many reasons including increased speed.
30. Realignment I support - visitors should be able to see the wildlife ideally / trails viewing platforms
31. Support more trails to view area
32. Yes to new Death Canyon TH
33. Yes to improved trails including Death Canyon TH to LSR
34. Yes - do road re-alignments. Do not pave gravel portion. Construct appropriate parking at trailheads. Close road to through traffic at Preserve. Cars from either end to capacity of Preserve parking, shuttles if necessary from north and south. No through motorized vehicles.
35. No to increased pavement. Yes to this [#34 above].
36. No increased pavement please. J
37. Yes to banning taxis
38. - ditto [#37 above]
39. D is preferable, but this is a reasonable option. Yes to limit commercial vehicles. Why to limit commercial horseback riding at Sawmill ponds - historic dude ranch area
40. Yes to restoring wetland function wildlife connectivity.
41. Wooden walkways to pond areas needed
42. _____ and pathway needed
43. Alternative B does not work because it would restrict winter access for backcountry skiers by limiting the plowing. It also is lacking a separate and SAFE pathway. Please keep the slow, rural feel of the road, with a separate pathway.
44. Boardwalk to the ponds! Bike path! More pullouts!
45. Restricting through traffic wouldnt reduce trips - Almost 50% access from North now - that change would just rearrange traffic numbers to keep trips the same. Use Alternative Options - transit, bike path, interpretive trips to reduce traffic counts - # of trips.
46. Suspect that the peak-hour gate system might concentrate traffic and create congestion issues. It would definitely frustrate motorists.
47. No further pavement
48. Gate to monitor thru traffic problematic at best. Traffic mgmt difficult - Reduce speed - yes - Speed bumps - restrict taxis
49. Do not restrict historic horse trails
50. No compromise when protecting wildlife and NPS values
51. Like an adaptive gate near LSR
52. Good that theres no separate bikeway.

53. Would like a bike lane along the road on both sides!
54. Save the original 2-track road making it one way. From the Saw Mill Ponds overlook use the old homesteaders road that goes along the the overlook to the South as the other one way. This would be safer as one drives along the Moose & Beaver ponds - Two way would continue by the LSR. This offers another scenic drive for all.
55. No way out of the question
56. Bikers have plenty of places. Leave this no bikeway - no new pavement.
57. No Bike Path
58. Close at night - open 1 hr before dawn
59. Instead of controlling peak, make it a non-thru road. This will accommodate bikes w/o more pavement!
60. In the absence of a N bridge, thru traffic is important for Teton Village and West bank residents!
61. The gate at LSR should remain closed except for emergencies.
62. New Moose entrance station and MW road realignment good idea.
63. Maintain rural, dirt nature of road south of LSR&
64. Leave gate @ LSR closed (not just during peak) except for park workers emergencies - maybe busses, too.
65. Need to discuss how/why closure date (Fall)
66. No gate needed. Leave road open. Dont limit public access.
67. Dead-end from either direction at LSR w/ gate for emergencies. This is the best strategy to alleviate growing congestion, pressure, use of corridor for commuting rather than for park purposes. Lower traffic use will also make corridor better for bicycle traffic.
68. Good plan to move the Moose entrance station, but keep the M-W road open. Add a bike path. Dont pave the road.
69. No Road pavement - will encourage speed eventual increased use; Like realignment of N entrance - protect wetlands
70. Like the Death Canyon parking - leave the road the way it is.
71. Do not like 2 p-lots for the LSR
72. Like the idea of the new Moose entrance with the new road - moving north for wildlife.
73. Seasonal closure period?
74. Higher speeds risk from paving unpaved section?
75. Need alternative that would make southern section bikes only (Teton Vil to LSR)
76. How long can GTNP accomodate the increasing commuter/local traffic What is the long-term solution.
77. Is this meant as your 'wildlife protection alternative? Falls way short
78. Moving road away from sensitive wildlife areas will greatly reduce traffic and demand. (no more wildlife viewing from autos) which is a good thing
79. Jackson has enough gated communities - please dont put a gate in MW Road. Not a solution. Just exacerbates problem. If there is too much traffic, then use smart transit. Non vehicle transp. to solve problems.
80. Improving unpaved segment good idea only if route updated pullouts added - seperate multi use path must be added for interpretative experience personal interaction
81. Shifting the Moose Pond (???) is a good idea that will help wildlife; figure out a way for visitors to still see moose safely.
82. Add the pathway full length for safety needs and visitor experience enhancement.
83. Gate at LSR terrible plan, go with D instead - model traffic on this Rockefeller Parkway - Big, Negative impacts to GRTE N. 89 Highway!
84. Definitely have to move road away from the Beaver Ponds
85. This plan does not accommodate winter recreationists by closing vehicular traffic off from Death

Canyon TH. I and many others would be very disappointed if this access was cut off.

86. We do not want restricted access in the winter. We do want a separate and safe pathway. Dont force vehicles to drive all the way around, wasting gas and adding to pollution and congestion.

87. This alternative would cause double the traffic problem when gates were closed by making cars sit and idle or worse, turn around and go back the other way or around to get to other side. This wont solve your traffic problems.

88. This option is not safe at all for pedestrians or cyclists on the road - the road realignment is better, however.

89. Support the road realignment, but it still fails to provide safe access for all park users.

90. Support eliminating the redundant White Grass/Death Canyon accesses

91. Against the gate idea. Against restricting horse trails north of LSR. Would like to see horse trailer parking on realigned road.

92. No more paving.

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Notes: Public meeting flip chart notes from Alternative C. Each comment was individually reviewed, however comments were not coded as the same ideas were coded multiple times in other correspondences and are therefore thoroughly represented.

Correspondence Text

Moose-Wilson Preliminary Alternatives
Flip Chart Comments from Public Open House
August 28, 2014

Alternative C

1. Im a photographer and dont like the Sept. 30 closing date.
2. Im a fisherman and dont like the Sept. 30 closing either!
3. I agree with the above. Dont close till Oct.
4. Keep Death Canyon primitive- no pave.
5. Night-time closure- 1 hour before down.
6. 2 days with just bikes penalties everyone else and is unpredictable for wildlife bad option.
7. Ditto, agree!
8. Remain unpaved and improvements as necessary. Pot holes are dangerous.
9. Closures 2 days a week will be very confusing to tourists and residents alike. Many people will arrive at the road and be disappointed to find out it is closed. Will be operationally difficult to manage. Also, using the word balance in the description looks as if it is being sold as a preferred alternative.
10. New proposed entrance station where unusual spring plants are- rare plant for park.
11. Too complicated- other management strategies better to implement
12. Not a fan of daily closures- I foresee increased traffic in the town of Jackson and frustration on behalf of visitor whom are not aware of these policies.

13. I very much agree. Bummer!
14. Not hard to educate regarding [arrow pointing to the visitors whom are not aware of these policies]
15. Open to bikes two days is a good compromise and doable.
16. If a two day bikes only scenario is manageable, why not a 7-day bike/ped facility? It would seem to be simply an extension of the same scenario.
17. Yes! [referring to above comment]. Maybe allow public transit through and cars at certain times. Great idea!
18. 2 day closure to accommodate bicyclists is confusing. Also unnecessary- go elsewhere. They just want to go fast and through. No wildlife/nature experience. Paved bikeway not pedestrian friendly. Bikes fast and many walkers run past, and pavement path suburban.
19. Bad alternative- no need to close road.
20. Managing road closures would require huge human resource and very frustrated visitors.
21. Yes! [referring to c Managing road closures would require huge human resource and very frustrated visitors].
22. Absolutely no science to back 2 day closure makes very little sense.
23. Traffic entering Granite would have to go through TWO entrances? Crazy.
24. Close it. And close the airport. No people, no cars, no community!
25. Temporal closures not a good plan- very confusing. Keep road open 2-ways. Manage volume over 2000APT [hard to read- unsure what this last word says on flipchart.]
26. Limiting number of vehicles and closures 2 days per week would be confusing to park visitors-not park/user friendly.
27. Realignment of north section away from wetlands (beaver ponds) and chokecherries is critical given wildlife (including bear) utilization
28. Need to reduce traffic other than through adaptive [unreadable].
29. No through traffic
30. What about closing at night? Nobody other than commuters and taxis use it then!
31. Consider extending winter plowing to Death Canyon.
32. Unpaved section of road needs to be paved if it is going to be used by bicycles.
33. No interpretive signs.
34. This road is a jewel of a wilderness experience. Please respect it.
35. Yes! [referring to This road is a jewel of a wilderness experience. Please respect it.]
36. I agree, preserve the experience. [referring to This road is a jewel of a wilderness experience. Please respect it.]
37. Closing park road for 2 day is too confusing.
38. No commercial buses either, even to the airport. They can use the other toad. No taxis and delivery trucks.
39. Good! [referring to No commercial buses either, even to the airport. They can use the other toad. No taxis and delivery trucks.]
40. Yes for realignment around beaver ponds but no to closing two days- too confusing.
41. No to closing 2 days a week- too confusing and no to permitting only a designated number of vehicles- again, not user friendly.
42. Different uses on different days is too restricting to visitors.
43. Yes to current configuration and development level.
44. No additional paving- best conserves historic character, and preserves wildlife values.
45. Like keeping road alignment, no pavement.
46. Lower speed limit to 15 and enforce.
47. No bike trail good.
48. Like group size limits,
49. Preserve other North entrance with North section road away from wetlands- vital habitat.

50. If its not broke, dont fix it. No to closures. No to Alt C.
51. Closing certain days of week would only increase traffic and impact on days open. (if Im understanding this correctly). Traffic still needs to be reduced in general.
52. Discourage through traffic- reduce traffic.
53. Reduce traffic speed limit AND enforce it.
54. Yes! [referring to Reduce traffic speed limit AND enforce it.]
55. Yes. [referring to Reduce traffic speed limit AND enforce it.]
56. A nightmare to monitor.
57. If you couldnt get to LRP 2 days/week by car, then I disagree with this plan.
58. I second that! [referring to If you couldnt get to LRP 2 days/week by car, then I disagree with this plan]
59. Bad alternative- no need for unnecessary enforcement- timing idea is bad!
60. Disabled people put at a disadvantage in this option&
61. Bad idea!
62. Closure is a bad idea!
63. GOOD to consider this!
64. Support Death Canyon TH parking and improved trail system.
65. Moose-Wilson should open May 1, not mid-May.
66. Instead of closing to vehicles for two days a week, how about limiting vehicles to only a few hours each day? Like 3 hours?
67. How about one way traffic to LSR from North and South?
68. Should be open to visitors 7 days a week!
69. Add bicycle path.
70. Park service- this is a terrible idea. Why re-route traffic through town, increase pollution and congestion? Please do not restrict winter access for backcountry skiers- keep plowing to White Grass. Please provide a separate and SAFE pathway so cyclists, families, locals, and visitors can enjoy the park from outside their car. Please also realign the road to protect wildlife habitat.
71. This alternative seems very arbitrary and a monitoring nightmare. Drivers will not know when the road is closed and will be making trips back and forth on the Village road.
72. Bicyclists and hikers/walkers/baby joggers/wheelchairs need a separate and safe pathway.
73. Why 60 vehicles at Death Canyon? Do visitors to White Grass include people staying there? Seems like a lot of parking.
74. This leaves GTA open to ongoing nightmare of political and commercial pressures. BAD alternative. Need to plan for the future and meet the desired conditions, not try to accommodate all interests.
75. Ltd amount concession fee of wildlife viewing with interpretation on board is a good idea, but control the numbers, not like the numerous tours we see today.
76. Do not phase out horseback riding in the park.
77. Agree with this comment [referring to do not phase out horseback riding in the park]. Horses are our heritage. Please dont ban horses.
78. Agree with no phrase out of horses. Would like trailer parking at Death Canyon realign.
79. C/A Id like the road left as is with a 2-day motorized closure. Ill take those 2 days off from work to cycle through the park.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1964

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Notes: Flip Chart comments from August 28, 2014 Open House. Each comment was individually reviewed, however comments were not coded as the same ideas were coded multiple times in other correspondences and are therefore thoroughly represented.

Correspondence Text

Moose-Wilson Preliminary Alternatives
Flip Chart Comments from Public Open House
August 28, 2014

Alternative D

1. Hate reservation system. Would like to see pathway as close to road as possible. Like the continuation of horse access. Would like horse trailer parking at Death Canyon. Best option!
2. Option D is the best plan. The wildlife viewing areas make sense. Bicycle on separate path is a strong way to serve the mission of the NPS. I would like to see the potholes remain. It is a strong natural limiting factor. The rough road to Death Canyon trail head is a good situation. Anything to enhance the primitive nature of the GTNP experience is favorable. Please no more curb and gutter. Thanks for keeping this process open to public input.
3. A separate pathway - This is the only alternative that provides necessary safe access. Yes to Alternative D.
4. This is a great option because it includes a separate pathway - this is ultimately the most environmentally friendly option since it encourages people to get out of their cars.

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

5. This is the best alternative. I agree with the comments above. Thank you for the outreach! Support paving it too.
6. Yes to D. Pathways are for people, not just bikes!
7. No bikes.
8. I want to have my kids smell, hear and truly experience the park. It breaks my heart to envision them meeting the M-W Road through a windshield. Please envision a future for them that encourages them to visit this corridor on foot or bike. I want them to want to protect this resource as well.
9. Support Alt. D as it provides safe access for all users, not just motorists. The existing road has impacts to wildlife, habitat, and other resources, but it can be managed to achieve a balance between enjoyment of the park and preservation of park resources - much as a pathway or trail system can be managed. The experiences of the Moose-Wilson corridor should not be solely the domain of people in cars. All users should be provided the opportunity to safely experience this corridor or we should consider making it off limits altogether.
10. Support eliminating redundant roads to Death Canyon TH.
11. Alt. D seems to be the best!
12. Please do not restrict winter access for backcountry skiers. Alternative D will provide the same road plowing as what is currently happening - Alternative B and C dont. Let us ski Albright!!
13. Yes to Alternative D. To continue to educate and inform future generations about conserving and preserving our parks we need to provide safe access for them to explore, experience and (yes!) recreate safely in GTNP. Alt D allows a separate path where visitors can experience the park outside of a car. It encourages alternate transportation for visitors. It reroutes around prime wetlands and wildlife habitat and it continues to provide the road access for summer and winter visitors.
14. This alternative works well! Includes forward thinking tools for managing traffic, enhances wildlife habitat by re-aligning the road and includes a safe way to appreciate the Park from outside of the car.
15. No separate bikepath - habitat fragmentation. Wildlife should have priority. 60 vehicle parking at Death Canyon? Build it and then will come too much impact. Apply LSR concepts.
16. Honor the history of the valley.
17. Review usage (3%) bikes.
18. Best alternative but pave old road.
19. Add boardwalks to ponds.
20. Who doesnt smile when using the current Park pathways? For locals and visitors alike!
21. Pave road, add boardwalks, lots of turnouts. Nice bikepath.

22. Alternative D is by far the best option. The road needs to be realigned to protect the sensitive wildlife habitat at the beaver ponds and the sawmill ponds area. Visitors need to have a safe route for alternative transportation - why are we encouraging people to stay in their cars? Get out and enjoy the park! Think of the Axlerod family - how many more times does this have to happen before we listen and take action? We need a separate and safe pathway -its not a want.

23. There are plenty of bike paths paved. Leave alone some sections of park. More wilderness and many animals. This is worst plan.

24. By far the best option. Provides access to the park. Safer alternative because reduces road traffic for those that otherwise have to drive many miles around to get to the park. Needed to complete the bike loop - also a necessary safety issue for bikers.

25. Consider if bike path on wide shoulders w/ separating curb would be less impact than separated path. Agree!!

26. No pavement! How many bike paths do we need?

27. Remember the National Park mandate - protect the resource, honor the Rockefeller gift - this is not a National Recreation area.

28. GTNP can be a model for the future where recreation and preservation co-exist. Not have dinosaur (?) conflicts of the past ideas that keeping people in Winnebegos is the best. Get people out and in their parks.

29. M-W Road from Granite Canyon to LRP should be closed to all vehicular traffic year round. Existing roadway link can be used for all non-motorized travel and enjoyment.

30. This plan is disastrous to Park resources!

31. Alternative most beneficial to all users like the winter use (grooming) as it is being used already.

32. Bike path to LSR only - not north!

33. Keep Death Canyon primitive.

34. No - will not sufficiently reduce traffic and detrimental to corridor. No, No, No !!!

35. The best alternative. People can enjoy the park, outside of their car. Two way traffic good. Winter use is great.

36. This alternative is bad - A bike path will destroy critical, irreplaceable wildlife habitat! A disaster in the making!

37. This (above comment 36) isnt true. Closure is bad. Solve problems, wildlife preservation and a slow, narrow road work together.

38. No interpretive signs or material other than handout at entrances. I agree!

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39. The country is attempting to fight obesity. Get people out of cars in federal / national parks to help with the fight.
40. The recreation aspect referred to in D should not be looked at differently than the visitor experience referred to in other options.
41. This option does not mention resource protection.
42. No commercial&
43. We dont need more bike paths! Too much asphalt. Vocal minority only 3% of current users.
44. This appears to be the least friendly option for wildlife and wildlife habitat. Separated paths further fragment habitat and would create new user growth in an area where we are trying to limit impact. This is my least preferred alternative.
45. No separated pathway - may further fragment important habitat and degrade historic resource (road).
46. No added areas of disturbance, e.g. turnouts (same reasons as above).
47. No winter grooming.
48. No separated bike path. No! Important wildlife habitat. Road-based tours? Guided bike tours? No!
49. Do not groom or expand MW winter use. This is important moose habitat!
50. No separate bikepath. No further fragmentation. No winter grooming.
51. This is a National Park. Wildlife habitat should be protected and maintained.
52. Too many parking lots and spaces& lots of asphalt instead of natural habitat!
53. No separate bike path - leave it alone - we have enjoyed existing road for years!
54. Continue this alternative with a complete pathway. Needed for safety and visitor experience. Provides spiritual connection, experience of the Park.
55. Winter grooming a good idea. Visitors need winter access. Winter is deep snow. Moose are not there in winter.
56. Continue 2-way road access, needed for park access, 83% of use are park visitors!
57. Road closures would impact N. 89 Park Road. Must model traffic and study that.
58. Pathways keep cyclists safe and take some traffic off the roads.
59. I agree with alternative D to give access to this part of the park and take pressure off the main roads.

60. PATHS. HELP ME.
61. Most disastrous plan option.
62. No new pavement / or bike path.
63. Bikes on existing road.
64. Public transport like Zion - Grand Canyon is needed.
65. Keep maximum current habitat.
66. Remember mission of national park.
67. Bike path north of LRP a hazard to wildlife and bikers.
68. Please manage with smart strategies instead of keeping people out.
69. If road realignment occurs, provide pathways to beaver ponds.
70. No winter grooming - critical moose winter range.
71. No through traffic.
72. No separated bike path.
73. I hope to ride my bike with my children on a safe and autonomous pathway.
74. Winter grooming is an outstanding idea -currently time and money is spent grooming an open area with no treed protection - blows in quickly.
75. Yes to two-way traffic flow.
76. Separate bike path - yes. Allows for ped. and bike experience, not auto.
77. No. No thru road reduces traffic and accommodates bikes without big impacts to corridor!
78. Offer non-motorized users safe access to the park. Ensures wildlife is protected by re-aligning road.
79. Staying open til Oct. 30 is good.
80. Bike path and pedestrian use incompatible.
81. Bikes too fast and many.
82. No bike path - too much loss of habitat: cutting of trees, regrading, invasives, and motion disturbance. Fragmentation of habitat.
83. Bikes go elsewhere!

84. A bike path is an excellent way to encourage slow speeds and reduce the need to drive.
85. Bike path needs to accommodate walkers safely.
86. Just say no to D.
87. No multiuse pathway - too much disturbance. Dont need guided tours for either x-country or bikes. I agree!
88. Please think with innovation. If too many vehicles, then inspire people to get out of their cars and walk or bike. Or use partners to pay for a smart transit system. Stage parking at Teton Village. Use small shuttles w/bike racks. Educate people along the way.
89. I support Alt. D. Its better to encourage people to walk and bicycle than sit in a car. Also transit is essential.
90. Offers a very safe way to enjoy a visitor experience.
91. I highly support a safe autonomous pedestrian / bike pathway that this option lays out.
92. Please create an alternative or many to offer opportunities to interact with nature.
93. Yes, a pathway. Yes, shuttles, taxis by permit. Yes, winter grooming.
94. No - Keep it for people to discover.
95. Reservation system drawn on VA experience&
96. Will this increase motorized vehicles - e.g., people drive cars to the road ends for their bike ride. To what extent is this happening at current bike path end points?
97. Best alternative of the choices. Separate pathways create safety.
98. No bike path!
99. Support multi use path for complete access to all - better non car alternatives for outdoor interaction and safety for all.
100. Pathway and better road will allow for interaction, understanding the resources and park knowledge.
101. Local recreation desires should be clearly distinct from visitor experience - not the same!
102. No separate bike path - too much pavement and disturbance.
103. This alt. is very dangerous for long and short term preservation of GTNP.
104. Locals trump visitors! Going both ways.

105. Concern about new path footprint and its impact on wildlife.

106. Please extend comment period.

107. Include trails to viewpoints. Increase / improve trails in corridor.

108. No to D. Bikes have much of the park already! No group gets everything! Save some for Nature.

109. Pavement is simply a way to get people out of their cars - its not always a bad thing! Please provide a safe and separate pathway. Keep the rural country road feel on MW, but give people an option to get out of their cars. Do we really want our future generations to enjoy the national parks from the backseat of a car with an iPad in their lap? Get outside America!

110. Although this is better than A or B for people, it is inferior to C for wildlife. Go with C, but take it further with 7 day a week closure to private vehicles (with a few exceptions). But saying there are too many bike paths in general is ridiculous. If youre trying to get from Wilson to GTNP on bike, it doesnt matter that theres a path south of town. For paths to be an alternative to driving, it must go where we need to go.

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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Master
Contains Request(s): No Type: Other
Notes: Jackson Hole Conservation Alliance form letter content from their website.

[http://jhalliance.org/moosewilson?utm_content=\[REDACTED\]&utm_source=VerticalResponse&utm_medium=Email&utm_campaign=A Step Forward, Last Chances, and Meet Our Team](http://jhalliance.org/moosewilson?utm_content=[REDACTED]&utm_source=VerticalResponse&utm_medium=Email&utm_campaign=A Step Forward, Last Chances, and Meet Our Team)content

Correspondence Text

Question 1:

Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

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.

Thorough analyses of the strategies proposed in the preliminary alternatives, as well as the strategies that will be considered in the draft EIS, will provide the facts and data necessary to make informed choices about how we provide appropriate opportunities for visitors to use, experience, and enjoy the corridor while protecting the park's nationally significant resources.

The EIS analyses should also consider the future impacts of climate change on the corridor and how the Comprehensive Corridor Management plan will ensure ecological integrity and resilience in the corridor

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

to withstand these predicted impacts in the long run.

Lacking these analyses, I am making my recommendations based on currently available preliminary information and what I believe will most effectively leave the wonders of the Moose-Wilson corridor (MWC) unimpaired for future generations.

Therefore, please carry forward these particular management strategies for further analyses:

The park should further research all strategies for traffic management in alternatives B, C and D including limiting through traffic, hourly limits on traffic, and a reservation system.

The park and almost all constituents agree that traffic is a critical management issue for the corridor. The park should aggressively investigate all methods to reduce traffic and ensure that all vehicular traffic entering the corridor has to pass through a fee station.

Recent research commissioned by the park has shown that about 2,000 cars use the corridor per day during peak periods. In addition, a significant fraction of these cars spend less than an hour in the corridor. These traffic patterns do not conform with the corridor being primarily used as a visitor destination. The park should seek traffic management strategies to reduce the total number of cars in the corridor while increasing the time that each vehicle/group of people spends in the corridor so they can fully experience and appreciate the natural wonders of the MWC.

The Strategy presented in Alternative B to make the Laurance S. Rockefeller Preserve (LSR) a destination and prevent through traffic is worthy of further consideration, despite the additional impacts of creating an additional road and parking facilities. Please evaluate if this is the least impactful way of managing traffic, while encouraging visits to the LSR Preserve.

Examine the short and long-term impacts of paving the southern section of the road. While a gravel road may discourage traffic, its impacts in terms of dust and dust-reducing chemicals may, in the long term, be no greater than paving a narrow section of the road in a manner that preserves the rustic character of the road.

The 2007 transportation plan included a decision to realign part of the northern section of the road away from sensitive wetland habitat. I assume that present conditions with respect to this decision still warrant realigning the road. Further, realigning the northern entrance of the road (near the Murie Ranch section) to be behind the park entrance station would move the road to less sensitive habitat and reduce the road obstruction for a critical wildlife movement corridor along the Snake River.

The recent report from Utah State University suggests one major impact from traffic is the large number of, and impacts from, visitor created parking along the Moose-Wilson Road. By creating a number of pullouts and strategically preventing visitor-created parking using design features in other places, the park can provide ample visitor opportunity to stop and watch wildlife while also reducing traffic impacts. All alternatives contain management options for creating pullouts. I urge a balanced number and location of pullouts that meet visitor expectations while limiting impacts to habitat along the road.

The park should consider strategies that make it safe and easy to visit the Moose-Wilson corridor by bicycle. In so doing, the park should evaluate the potential for harmful encounters between bicyclists and wildlife, especially in a densely forested area with limited sightlines. Appropriate strategies to manage these encounters must be developed to ensure the safety of visitors and park wildlife.

The park should consider all strategies to limit commercial use of the corridor by taxis and similar

transportation services as indicated in Alternative D. The Moose-Wilson Road is not a county transportation corridor. It is a park destination.

Commercial interpretive tours that focus on providing visitors with an experience of the wildlife and habitat in the corridor such as wildlife tours, horseback or bicycle tours, may be allowed to continue in a way that manages for impact, as with all other human activities in the corridor.

I encourage the park to strongly consider managing the Death Canyon trailhead using the strategy specified in Alternative B. This reduces impacts of visitors along the unpaved section of the road, while allowing ample visitor access to trails and hiking opportunities. Please use the data from the recent studies by Utah State and Penn State to justify and choose the smallest feasible size of the parking lot. Is a parking lot for 60 cars really necessary? This represents a peak number only met for a few hours each day during a brief two-week window, as suggested in the recent Utah State Study.

The ungroomed section of the road from Granite Canyon to Death Canyon provides excellent cross-county and back country skiing opportunities. I urge the park to continue evaluating strategies that retain this ungroomed section, regardless of whether the northern parking lot is moved to the Sawmill Ponds, Murie Ranch or the Death Canyon trailhead.

Preserve and maintain a great experience for visitors to enjoy and appreciate the natural beauty of the corridor. Maintain the rustic, rural and intimate character of the road. Limit any additional impact to the road and corridor from visitor traffic. The MWC is a prime destination well-known locally and nationally as a park destination. Management strategies should preserve the character - intimate wildlife viewing opportunities and a rustic, rural road - that make the MWC such a wonderful destination. I prefer strategies that minimize impacts and maintain the goal of self-discovery for visitors. Too many established vista points and visitor services along the corridor will impair the natural, intimate character of the road.

Question 2:

Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

The critical management issue confronting the corridor is the increasing human impact in the area, primarily from vehicle traffic. The park must minimize any additional human impacts on the corridor by maximizing the use of existing assets so that traffic is reduced while making it safe and easy for people to visit and enjoy the corridor on foot, bike, or transit.

Given that traffic management is the single biggest issue for the Moose-Wilson corridor and the biggest impact on both the park and visitor experience, please do NOT carry forward these particular management strategies:

No Action is not a feasible option, even though I recognize that it must be analyzed. Doing nothing does not alleviate the critical issue of the number of cars on the Moose-Wilson Road.

In addition, several of the alternatives call for adaptive traffic management plans, including closing the road at peak times or hourly limits. While attractive in theory, implementing these strategies may present significant management challenges; for example by creating traffic bottlenecks and putting park personnel in a position to refuse visitors entry that may result in visitor conflicts. These situations may result in negative and unintended impacts to traffic and visitor experience. The park should deeply examine which of these traffic management strategies are feasible and how they can be simplified for management and visitors. For example, the park may consider limiting through traffic for the entire duration of the peak

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season, say from July 1st to August 15th, rather than attempting to manage traffic on a daily or hourly basis. Despite being more intrusive, simple decisions may be easier to communicate and manage than more complex strategies, making it easier to manage visitor experiences.

Alternatives A and C do not propose to realign the northern section of the road away from sensitive wetland habitats. I believe that factors calling for realigning the road as proposed in the 2007 plan still hold and the road should be realigned away from sensitive habitats. The old roadway should be restored to natural conditions.

Alternatives A and C allow taxis to use this corridor. The Moose-Wilson Road is not a transportation corridor; it is a park destination. I do not believe taxi transport is in line with park's objectives. Only commercial activities in line with using the Moose-Wilson corridor as a park destination, for instance, interpretive wildlife tours in vehicles, horseback tours or biking tours, should be considered within such a corridor.

Grooming the road during the winter is an unnecessary impact. Please do not continue this strategy. Opportunities to ski the road in its ungroomed state are adequate, and may even be more desirable and in line with the MWC as a wild destination.

The MWC is a prime destination for visitors locally, nationally and internationally. Strategies must be taken to provide visitors with adequate opportunity to enjoy and experience this corridor by foot, bike or transit.

The park's primary goal is, and must be, to protect the wildlife and habitat resources of the corridor. Strategies that entail any additional impacts on the corridor need to be adequately justified as bringing us closer to a long-term vision of protecting the natural resources of the corridor unimpaired for future generations.

Question 3:

Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

As mentioned previously, traffic management is the single biggest issue for the Moose-Wilson corridor as vehicle traffic has the biggest impact on both park resources and the visitor experience.

Therefore, please consider the following additional strategies:

More aggressive strategies to reduce vehicle traffic flow through the corridor including:
The adaptive management strategies approved in the 2007 transportation plan - already studied and approved - should at a minimum be re-examined. For example, the park had proposed to study the effects of making the road one-way. This may allow accommodating traffic and bicyclists along the existing pavement. Why is this strategy not being further explored?

In addition, the park should consider options for redesigning and re-engineering the road in a manner that would physically limit vehicle speeds to under 15 mph, using speed bumps, dips and appropriate signage. This would discourage transportation-related trips through the corridor and further encourage

use of the corridor as a visitor destination. Park objectives should be to reduce the number of cars in the corridor while increasing the time spent within the corridor to experience and enjoy it. Closing the road at certain times of day, say from dusk to dawn, in order to minimize the impacts of vehicular and other human traffic on wildlife. Closing the road at night provides a clear message that the road is not a transportation corridor, but only a park destination.

The park should more explicitly consider strategies that encourage people to leave their cars and visit the corridor using human-power. The preliminary information from the Utah State Study shows that a majority of visitors to key destinations in the corridor did not ever leave their car. Providing incentives for people to leave their car and walk, hike, or bike in the corridor makes for a more intimate experience with wildlife and habitat, and fosters greater support of the park in the long-term.

The park should explore additional public transit opportunities, like using some type of interpretive tour / transit system that allows people to learn about and experience the corridor while not having to drive a vehicle.

Longer-term, I would encourage the park to develop a strategy to provide public transit throughout the entire park. In the future, one should be able to visit Grant Teton National Park without a car! Teton County, Teton Village Association and START would all be potential local government entities and corporations with whom the park may explore a partnership to provide transit services within the Moose-Wilson corridor and more widely across the park.

Question 4:

What other comments or suggestions do you have?

I want to reiterate the fundamental values of the Moose-Wilson corridor and an overarching theme that should guide any park management decision about the Moose-Wilson corridor.

The Moose-Wilson corridor 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 Teton's most spectacular wildlife, habitat and scenery. The National Park Service has an obligation to protect and preserve these resources for current and future generations and must focus their efforts on doing so.

The park must make it easy and safe for people to visit and enjoy the Moose-Wilson Corridor on foot, bike, or any other means. It should not be necessary to have a car to visit the corridor.

It is not the park's job to manage county transportation needs. The Moose-Wilson Road is not a county transportation corridor.

Overall, I recognize the challenges facing the park in meeting the demands of diverse interests. Ultimately, the park must manage the corridor to meet its stated and legal mandate: protect critical park resources while also making it easy and safe for people to visit and experience this unique corridor with minimal impacts to park resources.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1966

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Notes: Public meeting flip chart notes from "Other Comments" station. Each comment was individually reviewed, however comments were not coded as the same ideas were coded multiple times in other correspondences and are therefore thoroughly represented.

Correspondence Text

Moose-Wilson Preliminary Alternatives
Flip Chart Comments from Public Open House
August 28, 2014

Other Comments

1. Look into rental cars and GPS companies to tell people to go through town to the airport. Right now they go from the airport (they are directed by iPhone) to village through M-W Road.
2. Need science for all alternatives and their impacts. Transit service, bike, ped. On existing road. No widening of road. Limit or remove autos.
3. DO NOTHING
4. Extend comment period!, please
5. No more pavement
6. Where is the wildlife/ecology alternative? All the existing alts focus on pleasing people to one extent or the other. What is best for the park, nature, and future?
7. Ditto! [Referring to comment above]
8. Respect national park mission by doing 2 things:
 - a. Reduce motor vehicle use and
 - b. Build a separated pathway.
9. Please extend comment deadline for alternatives.
10. Yes! [With three arrows pointing to the previous comment]

11. Extend comment period - provide more data
12. Yes! [Referring to comment above]
13. Need to model traffic impacts on N. 89 Rockefeller Parkway - South Boundary to Moose. Those are direct impacts of closure alts. Its also parkland, has wildlife issues now that more traffic impacts negatively.
14. Night-time closure!
15. Wildlife 1st! Bikes on road - no path!
16. No thru road
17. No winter grooming - critical winter moose range
18. No separated bike path - habitat fragmentation, 2000 trees removed and acres of pavement
19. Portable radar speed detection systems that rangers can take with them - signage telling people of citations and ticket costs at the entrance stations
20. Do people have to go to judge to pay a ticket? [With arrow to previous comment]
21. Protect park resources #1
22. Reduce volumes of vehicles
23. Directional traffic
24. Don't pave
25. Keep bikes on existing surface
26. Don't groom - leave natural
27. Add transit
28. Realign north away from wetlands
29. No commercial taxis
30. Permit limit commercial tours
31. Protect the park!
32. Demographic representation: Please note the age demographic that has attended this event. The pending holiday weekend approaching has kept many working families away who are in favor of PATHWAY.
33. Alt A with a pathway
34. Biking is a healthy use of GTNP - more pathways
35. More boardwalks for getting people out of cars. - More parking so they can get out of cars!
36. Alternative D is the best option for families, visitors, locals, wildlife, active folks and passive drivers. Everyone wins!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1967**

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Notes:

Correspondence Text

Thank you for taking comments on the transportation plan for the Moose Wilson corridor. I support Alternative D as it allows people to enjoy the park by walking or biking safely. We can walk on all of the dirt trails in the area, so why not when re-planning the fate of the Moose-Wilson road not allow for people to walk and bike safely along the corridors. When we have family and friends in town I can't imagine a better way to enjoy the Park than to ride our bikes from Wilson to the Rockefeller Center. Less traffic, better for the environment, and a healthy alternative.
Thank you,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1968

Author Information

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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Notes: GTNP Safe Access form letter content from there website.

<http://www.safeaccessgtnp.org/>

Correspondence Text

1. What strategies do you like?

We support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

2. What strategies don't work?

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of

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

vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

3. What other suggestions do you have?

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Ask for Alternative D to help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1969

Author Information

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Correspondence Information

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Topic Question 1:
Most of those in Alternative D-please see letter under Comments

Topic Question 2:
Serious flaws exist in alternatives A, B and C

Topic Question 3:
Please see comment letter below

Comments: Leslie Petersen

[REDACTED]
Wilson, WY 83014
[REDACTED]

September 15, 2014

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

Dear GTNP,

I want to add my comments to those of many of my fellow Teton County residents on this important matter. While we all recognize that the future of the road is of national concern, the amount of local knowledge available on this question can be hugely helpful. We all feel passionate about it because we love that area so much.

Generally, I support the continuation of the road in the same slow, narrow, winding rural character we've known. However, I think the south end of the road should be narrowed and paved. As it is now, it gets continually wider, the trees and vegetation are covered with dust and I do not believe the use of the current dust control methods are good for cars, people or wildlife. Overall, I support Alternative D with some changes because I am in favor of the addition of a bike path for safety and access.

Current thinking seems to be focused on the phrase "adaptive management" and that is a wonderful way of thinking about changes in management based on solid facts and adapting to them as we go along. With that in mind, both cars and bicycles can be limited as to numbers, time of day and certain seasons as needed over the years to come.

I was privileged to see Bill Resor's letter on this matter and had the opportunity to talk with him about the changes he suggested to Alternative D. I doubt there are many who know that road better than he does and he had some very good ideas that deserve serious consideration. Chief among them (and also cited by others) is the traffic control station at the north end of the M-W road. It should be combined with the existing entrance station. Public transit should be a major consideration for the future and bikes and public transit should be allowed to pass through the traffic control station in a separate line from the regular traffic which would be subject to adaptive management constraints as needed. Private shuttles could also be included in the incentivized lane. The Granite Creek entrance station would also serve as a traffic control station that encourages shuttles and bikes and precludes excessive individual motor vehicle traffic.

The route of the bike path should be flexible and site specific and not always limited to 50 feet from the road. 18 suggestions by Resor are very detailed and helpful in determining the ideal route.

I know something needs to be done about the Death Canyon access and combination with White Grass Ranch, but I don't have strong feelings about the alternatives suggested.

Generally, I think the whole process on the draft alternatives has been very well done. The alternatives are clearly laid out and having the public meeting early in the process was a good idea. A lot of thought has obviously gone into the documents provided and the NPS deserves a lot of credit.

Sincerely,

Leslie Petersen

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1970**

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
I prefer alternative D. Realignment and new pathway options create safer travel and protect the wetland area now impacted by the roadway. Improve entrance stations.

Topic Question 2:
Alternatives A,B,C

Topic Question 3:
Closure for wildlife peak use periods.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1971

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Correspondence Text

Topic Question 1:

I support Alternative D. I think this plan should be carried forward because it not only benefits wildlife but it also benefits bikers and hikers with an alternative route.

Topic Question 2:

Alternative B & C. This will increase the traffic through town and cause more wildlife impacts on the other road surrounding GTNP.

Topic Question 4:

As a local biker and hiker, I feel that it is imperative to have a separate pathway that allows bikers and hikers to a safe chance to view one of the best parks in the world.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1972

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Correspondence Text

Topic Question 1:

"The greatness of a nation and its moral progress can be judged by the way its animals, people and land are treated. And at the moment we're sorely lacking... Makes me ashamed to be a human..."

Topic Question 2:

"The greatness of a nation and its moral progress can be judged by the way its animals, people and land are treated. And at the moment we're sorely lacking... Makes me ashamed to be a human..."

Topic Question 3:

"The greatness of a nation and its moral progress can be judged by the way its animals, people and land are treated. And at the moment we're sorely lacking... Makes me ashamed to be a human..."

Topic Question 4:

"The greatness of a nation and its moral progress can be judged by the way its animals, people and land are treated. And at the moment we're sorely lacking... Makes me ashamed to be a human..."

Comments: "The greatness of a nation and its moral progress can be judged by the way its animals, people and land are treated. And at the moment we're sorely lacking... Makes me ashamed to be a human..."

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1973

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Correspondence Text

RE: Comments on Preliminary Alternatives, Moose-Wilson Corridor, Grand Teton National Park

I. Overall Comments

Thank you for allowing time for public comment and reassessment of management alternatives for the Moose-Wilson corridor. As someone who has lived in the valley and has worked for both the Forest Service and the National Park Service here, I have an attachment to, and knowledge of, the Moose-Wilson road as well as an appreciation for the management obligations of the National Park Service.

The corridor is a particularly sensitive area of Grand Teton National Park; all the more so now that particular wildlife species are utilizing the habitat of the corridor. In addition, the road qualifies for listing on the National Register of Historic Places. Those two attributes in particular call for the National Park Service to take major steps to ensure the wildlife and historic resources are protected consistent with its mission.

One approach that may be considered is development of indicators and associated 'triggers' for management actions if conditions reach yet-to-be-defined unacceptable thresholds. If the present condition is considered the baseline, this is not appropriate. The 2014 public comment process is being conducted as conditions for multiple park resources in the Moose-Wilson corridor have already passed some undefined acceptable threshold.

The 2014 Utah State University study [1] notes that the corridor must absorb an average of 2,000 motorized vehicles a day in peak visitation months; and, further that the bulk of the traffic is passing

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

through without stopping and is traveling at a fairly significant rate of speed. This is not activity that enhances any of the goals the alternatives have presumably been developed to address.

It is not the park's obligation to provide a commuter corridor, especially where one did not previously exist and because private lands are 'exporting' development pressure to national park lands. It is also not the Service's obligation to accommodate narrow-interest recreational lifestyle demands as represented by many of the appeals for a separate pathway. Proportional use of the corridor for the lifestyle choice of bicycling only amounts to, at most, around three percent, according to the Utah State University study cited above. A separated pathway will do nothing to reduce continually escalating motorized vehicle traffic pressure on the corridor; however, it will have a negative effect on wildlife and habitat and will impair the historic character of the road.

The most critical management action to take to protect the corridor is to go beyond halting ever-escalating traffic pressure from motorized vehicle and alternative travel modes such as bicycling and reduce overall use. Two management actions in particular can go a long way toward reversing pressure on the corridor and making complicated management strategies such as issuing permits and policing usage levels moot: 1) making the roadway a dead-end from either direction, with a gate for emergency use, at the LSR Preserve, and 2) instituting the use of shuttles. Shuttles can accomplish two objectives at once. By eliminating or reducing the use of individual motorized vehicles, it radically reduces currently unacceptable pressure on resources. Through a dramatic reduction in motorized vehicle use, it can also make the roadway safe for bicycle use on the existing surface.

I strongly support the above strategies as an "Alternative E." Conversely, I specifically reject Alternative D. I strenuously object to a management strategy for "linking [the corridor] to the region's larger recreational network." This is a national park, not a national recreation area. The park has already amply provided for those who do not want to share roads with motor vehicles by the park being a partner in constructing a separated pathway from the north end of the Town of Jackson all the way to the Jenny Lake area. If a separated pathway around the Antelope Flats road is constructed, more than adequate linkage will have already been provided. As the Moose-Wilson corridor is highly sensitive wildlife habitat, constructing a separated pathway has a high likelihood of creating conditions of wildlife avoidance and concomitant habitat fragmentation. It is exceedingly inconsistent with the park's obligation to protect wildlife resources. There are abundant opportunities to meet objectives for access, education and appreciation of the unique natural environment of national parks throughout other areas of Grand Teton National Park. The park does not have to 'nor should it; nor does it 'accommodate every practicable activity for visitor experience everywhere. If anything, the Moose-Wilson corridor should be given special low-development status based on the high sensitivity of the area.

I do not support any of the alternatives that call for substantial alteration of the road such as additional paving, further roadway disturbance for parking, realignment on the north end or addition of a separated pathway as all of those actions will negatively affect the road's historic character. As the Moose-Wilson road qualifies for listing on the National Register of Historic Places, this is a significant issue. The only action I can support is whatever minimal modification is necessary to resolve issues associated with the road's location in wetlands utilized by wildlife.

I encourage the National Park Service to try to determine what level of use was present before intensifying corridor use warranted the current process and set that lower use level as a target for corridor conditions. This is not an innovative idea. It has been used as a policy and management goal for other issues in order to restore resources such as air quality and water quality. I urge the Service to use such an approach as a management strategy for the Moose-Wilson corridor in order to preserve a unique suite of resources the

National Park Service has the privilege, right and obligation to steward consistent with a mission that makes our national parks a model the world over.

II. Specific Comments

The following comments regarding the four current alternatives are made utilizing the Preliminary Alternatives Newsletter goal statements. I am not commenting on what I consider less important details such as relocation of the Death Canyon trail parking lot; rather, I am emphasizing potential effects of alternatives on the main road as that requires the most critical management decisions.

1. Scenery: Preserve the exceptional variety of scenery and wildlife viewing...

Alternative A: This alternative does nothing to meet the goal for scenery and wildlife viewing. It allows further congestion, disturbance of areas outside of the roadway, and general degradation of the overall experience by allowing what is already a serious problem to go unchecked. After all, the reason the current public comment process is now underway is because pressure on the corridor from several sources such as development on private lands south of the corridor and increased visitation generally has already seriously degraded desired conditions due to intermittent but severe congestion and motor vehicle traffic traveling at speeds inappropriate for the rustic nature of the road. To restore a higher level of resource protection and visitor experience, the park must find ways to roll back corridor use to a lower level.

Alternative B:

â€¢ Reducing speeds along the road is a positive step to restore former conditions and meet the goal of preserving scenic resources, but it is not sufficient to achieve the appropriate and necessary level of resource protection.

â€¢ Paving the unpaved portion of the road does not contribute to preservation of scenery and viewing experience and, in fact, may continue to degrade resources by further encouraging motorized vehicle use of an area already experiencing too much use for its resource-sensitive attributes.

â€¢ Installing a gate at the LSR Preserve to restrict two-way traffic is a good strategy as far as it goes, but it needs to go further. The Moose-Wilson road should be dead-ended from either direction at the LSR preserve with a gate to allow for emergency access. The road would no longer be useful as a potential commuter route or attractive for certain types of commercial enterprises. The LSR Preserve would be the destination, accessible from either direction. This would better ensure protection of visitor experience of the corridor's unique attributes. The overwhelming likelihood of traffic reduction as a result of eliminating drive-through traffic for commuting would also likely reduce speeds on the road.

â€¢ Assuming the Park Service were to adopt the strategy of closing the road from either direction at the LSR Preserve, there would still need to be limitation of commercial tour traffic to ensure protection of corridor resources and values. If a decision is made to continue allowing commercial use, numbers should be limited through use of contracts rather than special use permits.

Alternative C: This is an inferior choice for achieving the goal of viewing scenery and wildlife in the corridor. Limiting use of the roadway to non-motorized vehicles two days a week and implementing queuing is a convoluted management strategy. More than the other alternatives, Alternative C creates heightened uncertainty for once-in-a-lifetime park visitors who might want to experience the corridor. It could also lead to increased air and noise pollution in a national park setting. I have been in parking queues at the LSR Preserve. While the party I was with turned off the engine, multiple cars continued to idle while waiting for parking spaces, adding to air pollution and creating noise that took away from the opportunity to experience the natural sounds of the immediate area.

Alternative D: I do not support Alternative D for the reasons stated in my Section I Overall Comments at page 2. The 2014 Utah State University study, cited on page 1, determined that 74 percent of bicyclists did not stop in the corridor, suggesting that it is used for transportation or for exercise/training. It is doubtful a separated pathway would result in substantial additional use of the pathway as a means to observe wildlife and scenery.

2. Geologic Processes: Allow for natural geologic forces to continue...

It does not appeal' there will be any significant issues from any of the alternatives relative to this goal.

3. Ecological Communities and Wildlife: Protect and maintain the natural function, diversity, complexity and resiliency. ...and maintain the unique habitat characteristics...

Alternative A: This alternative does nothing to meet the goal for ecological communities and wildlife. It allows further congestion and disturbance of areas outside of the roadway, thereby further degrading ecological communities and potentially disrupting wildlife use of the corridor.

Alternative B: For the reasons stated in response to Goal 1, Alternative B as presented does not go far enough in protecting ecological communities and wildlife. Reaching most stated goals depends on implementing strategies that reduce corridor types and amount of use.

Alternative C: This alternative is an improvement over A and B in terms of potentially meeting the goal of protecting and maintaining corridor ecology and wildlife. The concern is closing traffic two days a week to all but bicycle and pedestrian traffic. This could, in fact, increase human-wildlife conflicts. Some of the wildlife now utilizing the corridor have aggressive tendencies. Whereas they may not be as likely to challenge motorized vehicles if agitated, bears and moose, in particular, may be more likely to charge cyclists and pedestrians. As stated elsewhere, the most effective strategy for achieving protection of ecological and wildlife needs is to take steps that will reduce corridor use below current levels. Those strategies include terminating through traffic from either direction at the LSR Preserve and implementing shuttle service within the corridor.

Alternative D: I do support Alternative D for the reasons stated in my Section 1 Overall Comments at page 2. Alternative D, in particular, runs contrary to protecting wildlife and historic resources while only providing vague direction and action to control motorized vehicle use, apparently using current conditions as the baseline, which is not appropriate.

In particular, I strongly object to the construction of a separated pathway that expands the road right-of-way, calling for permanent removal of vegetation important to wildlife for food and cover and further disturbing wildlife use of the area. The 2009 Revised Draft Moose'Wilson Corridor Adaptive Management Plan by the Western Transportation Institute (WTI) at Montana State University [2] states, at page 9, "The separated pathway...would require removal of 2,150 to 2,900 trees. There are concerns that the unpredictability of pathway users could make it more difficult for some wildlife to adjust to this new use, resulting in additional habitat displacement and fragmentation." Studies on wildlife interactions with recreational trails suggest this will be the case. [3] And, at page 27 of the WTI report, the pathway "would have an impact on the sensitive environment that the other strategies do not. Apart from other solutions, this approach would not address growth in motorized vehicle traffic volumes." Construction of the separated pathway should automatically be excluded based on its potential negative effects on corridor ecology and wildlife needs. Any suggested alteration of the road and right-of-way that

does not in any way address motorized vehicle traffic pressure, which is the fundamental and most critical issue driving this management plan process, should also be automatically disqualified.

4. Aquatic Resources: Protect and restore the natural hydrologic features...

Alternative A: This alternative does nothing to meet the aquatic resources goal as it allows further congestion and disturbance of areas outside of the roadway, thereby further affecting sensitive aquatic resources.

Alternative B: For the reasons stated in response to Goal 1, Alternative B as presented does not go far enough in protecting aquatic resources. Reaching most stated goals depends on implementing strategies that reduce corridor types and amount of use. Alternative C: While this alternative may not best achieve the goal of protecting aquatic resources, correcting drainage and road surface issues is the middle ground between doing nothing and impairing the historic character of the road through significant realignment of the segment that traverses the wetlands.

Alternative D. Alternative D does not appear to affect aquatic resources.

5. Cultural History and Resources: Protect and maintain cultural resources...

Alternative A: Although this alternative offers the least alteration to existing historic resources, it also does not go far enough in protecting the historic character of the road as it allows pressure for motor vehicle use to continue, and continue escalating, unchecked. The significant growth in use of the road over much of the past decade degrades the cultural character and possibly the physical structure of the road. Allowing this sort of impact to continue unabated does not meet the Service's obligation to protect the historic resource from impairment.

Alternative B: For the reasons stated in response to Goal 1, Alternative B as presented does not protect cultural history and resources. Reaching this goal depends on implementing strategies that reduce corridor types and amount of use.

There are additional problems with Alternative B relative to cultural history and resources protection. Realignment of the roadway at the north entrance and through the wetlands is inconsistent with protecting its historic configuration. Realignment at the north end becomes unnecessary if the LSR Preserve is the terminus from both directions, as this action will likely reduce overall traffic significantly.

While I support protection of wetlands along the corridor, protecting the road's historic character is also important; and it is a difficult trade-off. Under the circumstances, I do not support the realignment around the wetlands as presented. The currently unpaved portion of the road should not be paved as it will diminish the road's historic character and may further encourage use of an already-congested corridor.

Alternative C: While this alternative may not best achieve the goal of protecting aquatic resources, correcting drainage and road surface issues is the middle ground between doing nothing and impairing the historic character of the road through significant realignment of the segment that traverses the wetlands. I support this strategy over realignment, albeit reluctantly as I realize it does not do the optimal job of protecting aquatic resources.

Alternative D: The separated pathway suggested as a management alternative would clearly negatively

affect the historic character of the roadway and should therefore be rejected. As with Alternative B, realignment of the roadway at the north entrance and through the wetlands is inconsistent with protecting the road's historic configuration.

6. Natural Soundscapes and Acoustic Resources: Preserve and restore the natural soundscapes...

Alternative A: This alternative does nothing to meet the acoustic resources goal. It allows further congestion and disturbance of areas alongside of the roadway and the potential for introduction of pollutants associated with motorized vehicle use of the roadway, further damaging sensitive aquatic resources.

Alternative B: For the reasons stated in response to Goal 1, Alternative B as presented does not protect acoustic resources. As with the other goals, reaching the park's acoustic goal for the corridor depends on implementing strategies that reduce corridor types and amount of use.

Alternative C: Some of the traffic control methods suggested in Alternative C have the potential to slow increased incursions with respect to acoustic resources. Yet again, however, this alternative does not go far enough in that it does nothing to roll back conditions that already represent unacceptable effects on corridor resources.

Alternative D: This alternative does little to meet the goal of preserving acoustic resources. If anything, constructing a separated pathway may further diminish acoustic resources by further encouraging different uses than those already a part of the corridor. Greater numbers of walking parties carrying on conversations in areas of the corridor not previously available may interrupt enjoyment of the acoustic resources in ways that did not formerly exist.

7. Visitor Experience in an Outstanding Natural Environment: Provide meaningful opportunities to experience and enjoy the rustic character...

Alternative A: This alternative does nothing to meet the above goal as it allows further congestion, consequently diminishing rather than preserving or enhancing visitor experience of the corridor.

Alternative B: For the reasons stated in response to Goal 1, Alternative B as presented does not protect the potential for superior visitor experiences.

As with the other goals, reaching this one depends on implementing strategies that reduce corridor types and amount of use. If anything, this alternative diminishes the potential by allowing two-way through traffic to continue but makes the possibility of experiencing the unique environment of the corridor difficult to predict based on limiting access during certain ambiguously referenced, undefined peak periods. This in turn could result in frustrated expectations, thereby taking away from visitor experience potential. If two-way through traffic is prohibited, with LSR Preserve as the terminus, there will not be any unpredictability. Furthermore, the potential of traffic reduction as a result of not having through traffic may actually increase visitor enjoyment.

I support ungroomed winter access. Groomed trails are available elsewhere in the park. The corridor should be available for a more rustic winter recreation opportunity consistent with its general rustic character.

Alternative B appears to be the only alternative that includes the possibility of shuttle service; however, it also appears to be a lukewarm suggestion. The use of shuttles, combined with dead-ending the road from each direction and LSR Preserve, comprise the two strongest management actions to protect

the greatest number of resources associated with the Moose-Wilson corridor.

Alternative C: Similar to Alternative B, this alternative possibly diminishes the goal for visitor experience by making access difficult to predict based on complete motorized vehicle prohibition on certain days and queueing predicated on ambiguously referenced, undefined peak periods. Both actions could result in frustrated expectations, thereby taking away from visitor experience potential. If two-way traffic is prohibited, with LSR Preserve as the terminus, there will not be any unpredictability. Furthermore, the potential of traffic reduction as a result of not having through traffic may actually add to visitor enjoyment.

As stated elsewhere, this alternative does not go far enough toward achieving the park's visitor experience goal in that it does not roll back conditions that now represent unacceptable effects on corridor resources.

Alternative D: According to the 2014 Utah State University report referenced elsewhere, bicyclists only represent 2-3 percent of corridor users. Other than hiking on developed trails in the corridor backcountry, foot traffic is nearly non-existent along the road right-of-way. The construction of a separated pathway is so potentially destructive of wildlife and historic resource values that it cannot meet visitor experience goals. Further, a separate multi-use pathway may diminish existing opportunities for an exceptional experience by introducing an added human-made physical object 'the paved pathway' and by introducing further distractions from those using the pathway.

While additional guided tours might add to visitor education and enjoyment of the area, not taking action to reduce the already-present level of pressure would, overall, diminish the chance for the park to optimize visitors' experiences of the corridor.

Footnotes

[1] Monz, C., A. D'antonio and K. Heaslip. 2014. Moose-Wilson Corridor Use Levels, Types, Patterns and Impacts in Grand Teton National Park. Technical Report - Summer/Fall 2013 Data. Department of Environment and Society. Utah State University. Logan, UT.

[2] McGowen, P., C. Strong, L. Liang, D. Kack, M. Kumar, M. Akin and S. Albert. 2009. Moose-wilson Corridor Adaptive Management Plan (Draft). Western Transportation Institute. College of Engineering. Montana State University. Missoula, MT.

[3] See, e.g.:

Gaines, W. L.; Singleton, P. H. and Ross, R. C. 2003. Assessing the cumulative effects of linear recreation routes on wildlife habitats on the Okanogan and Wenatchee National Forests. Gen. Tech. Rep. PNW-GTR 586. Portland, OR: U.S. Department of Agriculture, Forest Service, Pacific Northwest Research Station. 79 p.

Rogala, J. K., M. Hebblewhite, J. Whittington, C. A. White, J. Coleshill, and M. Musiani. 2011. Human activity differentially redistributes large mammals in the Canadian Rockies national parks. *Ecology and Society* 16(3): 16.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1974

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Topic Question 1:
Plan D
Mostly because it includes a Pathway.

Increasing the parking spaces in Death Canyon is a great idea, I question not paving the road. the pot holes get so bad that drivers widen the road in an effort to get around the potholes.

adding a restroom at Granite Canyon Trailhead is a great idea. Could there be more parking spaces added there?

Topic Question 2:
Plan D is flawed by not paving the road , I feel that the current system of grading the road is inadequate for the current traffic. The pot holes do naturally slow traffic, but the drivers are so focused on dodging potholes they are all over the road causing danger to others. Paving the road is necessary!!). I need more details to under stand the reservation system. I live Teton village and The Moose-Wilson Rd entrance is my main entrance to the park, How would the reservation system work? How often do you expect there to be delays ?

Topic Question 3:
Force the county into bridge across the Snake River.

Topic Question 4:

Have you considered lowering the speed limit to 20 miles per hour. adding Has the Park considered free shuttles? for the whole park including Moose Wilson. This could be paid for with a per vehicle surtax for both short term and seasonal visitors is speeding to be prevented on the road?

The Park might consider speed trap cameras. (This would be great on high way 89-191 too to help prevent the vehicle slaughter of wildlife

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1975

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Topic Question 1:
Option A. Best way to protect habitat.

Topic Question 2:
All other options. Parking is a self limiting control as is the "rural condition of the road. If anything, the other alternatives under consideration will increase the chance of car / bicycle / wildlife interaction, creating any number of unintended consequences. Also, any of the proposals that require further habitat destruction are in direct conflict with the Park Service mandate of Protect and Preserve. The happy difference between the USFS and Park Service is that GTNP is not a "land of many uses."

Topic Question 4:
As a policy, the NPS should be more proactive in protecting all of the natural assets in the South Tetons. The lack of oversight when the JHMR tram was being constructed plus the virtually unsupervised visits of thousands of summer visitors has negatively impacted the habitat on the NPS / JHMR interface.

Comments: I would only re-state that the NPS is not obligated in anyway to provide increased recreational opportunities at the cost of increased stress on the habitat. The destruction of 3000 trees, for example, would significantly decrease bird nesting opportunities, small mammal habitat and significant food sources and hiding places for the mega-fauna.

Sometimes doing nothing while increasing oversight and communication is the best course.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1976

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Topic Question 1:

Most of the strategies outlined in Alternative D BEST address the seven goal statements.

I urge the NPS to look forward into the future and strive to engage visitors in their park experience in a way that will inspire and enrich their lives. The next generation of conservationists will not come from the backseat of vehicles. I think we need to create opportunities like a pathway to engage visitors in a deeper park appreciation.

Topic Question 2:

Strategies proposed in Alternative B and C achieve maybe five of the seven goals. Natural Soundscapes and Visitor Experience are not restored or enhanced.

The concepts of closures, gates and dead ends are problematic now and expanding on restrictions and closures should not be considered. These are not long term solutions. The park should not consider alternatives which damage surrounding ecosystems.

Topic Question 3:

Please consider the idea of a reservation system for just LSR visitation. This system would solve the HUGE problem of rangers and volunteers cueing idling vehicles into a restricted size parking lot. The reservation system could take into consideration if the visitors are hiking for the day or just visiting the center. Adaptive management could allow for future needs to expand the reservation system to the road ONLY if necessary.

As I study this issue over time, I become more and more convinced that a pathway is SO essential and key, that I hope to see more than TWO PRELIMINARY ALTERNATIVES which address pathway possibilities. A variety of alignments should be evaluated. Even the surface material of the pathway should be seriously analyzed.

All modes of transportation need to be considered individually. For example, taxis have a bad rap, thought to "short cut" to the airport. Someone who takes a taxi down the Moose Wilson Road is a visitor who decided not to rent their own individual car. One less car should not be penalized.

Permits for taxis, eco tours, transit can help manage sustainable solutions.

Information given at the Granite entrance station could include driving tips such as where to stop and park and when not to stop or park.

The merits of connecting the Park Headquarters to LSR in a non motorized way are HUGE and long lasting. For visitors and park personnel to only exclusively have the single drive option for this short distance is CRAZY.

As we go forward protecting our treasured places, I think the NPS should RECONSIDER the VALUE of CONNECTIVITY with their surrounding ecosystems and gateway communities as one of your GOALS AND DESIRED CONDITIONS. For example, forcing visitors to drive all the way around to a different entrance gate is not SUSTAINABLE. Global warming is a real threat to the parks so alternatives must make environmental sense.

Topic Question 4:

I fully support the comments submitted by the Teton County Commissioners. I also endorse the comment letter from Friends of Pathways so I have tried to not repeat those suggestions.

Please consider offering more than one Pathway Alternative for the next comment period !!!

Thank you for this opportunity to comment.

Maggie Gibson

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1977

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John and I sent comments earlier against a bike path under any circumstances; we also are opposed to 2-way traffic on the road. We have considered a number of alternatives and believe the following would best comply with the NPS mandate to preserve resources above all else:

1. Realign road as shown in Alt. B;
2. Close the road to through traffic at Saw Mill Ponds overlook and Granite Canyon parking lot;
3. Provide regular shuttle service from Saw Mill Ponds and if demand requires it from Granite to the Rockefeller Preserve. Perhaps the Teton Science school, GRTE Foundation or other friends groups could work together to provide truly world-class interpretive tours. A great opportunity.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1978

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Correspondence Text

Topic Question 1:
Please see formal comments below

Topic Question 2:
Please see formal comments below

Topic Question 3:
Please see formal comments below

Topic Question 4:
Please see formal comments below

Comments: September 15, 2014

Mr. David Vela, Acting Superintendent
Grand Teton National Park
P.O. Box 170
Moose, WY 83012

Re: Moose-Wilson Corridor Comprehensive Management Plan Preliminary Alternatives

Dear Superintendent Vela,

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

Thank you for inviting the National Parks Conservation Association (NPCA) to offer comments on the Moose-Wilson Corridor Comprehensive Management Plan. My comments are offered on behalf of the NPCAs 800,000 members and supporters nationwide. Grand Teton National Park (GRTE) is an iconic gem within the National Park Service (NPS), and draws millions of visitors each year to experience the majestic scenery and the diverse and abundant species of park wildlife. The NPCA Grand Teton Field Office, located in Jackson, Wyoming, is devoted to the many issues which affect the park.

We applaud the NPS for your ongoing efforts to plan for the future of the Moose-Wilson Road Corridor. This 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 also provides the opportunity to find quiet and tranquility within an otherwise bustling summer season, hike on world-class hiking trails, cycle along the scenic gravel road, and provides the opportunity to visit the Laurance Rockefeller Preserve and Visitor Center; established to provide visitors with a contemplative experience of the parks natural environment.

The Preliminary Alternatives, released as part of the Moose-Wilson Road Comprehensive Management Planning process, will provide a foundation for a science-based analysis for future management of the historic Moose-Wilson Road Corridor. This road and its unparalleled biological treasures remain intact today, but modern day pressures require that the park exercise extreme caution to maintain and protect the values of this corridor. While the draft alternatives provide an important basis for discussing future management options, they do not include the science and policy-based impacts analysis that the draft Environmental Impact Statement (EIS) will provide in the coming months. As such, NPCA will not endorse a particular alternative at this point in the process. We will, however, thoroughly review the draft alternatives and continue to advocate for the visitor solitude and for the protection of the wildlife and wild places that this unique part of Grand Teton National Park is renowned for.

There are some interesting ideas presented within one or more of the alternatives that we feel have merit and should be carried forward and be further analyzed in the Draft Environmental Impact Statement. Our suggestions and comments focus on preserving the outstanding natural resource and wildlife values, unique solitude and historic character of the corridor. We also have identified deficiencies in the scope of the range of alternatives proposed, and strategies that have been left out that should be considered within any suite of draft Environmental Impact Statement alternatives.

GENERAL COMMENTS

Unique Values of the Moose Wilson Road Corridor:

Following are the values that NPCA has identified as most critical qualities of the MWR corridor that we ask NPS to prioritize and ensure non-impairment of these unique resources in action alternatives:

Quiet and Natural Park Experience:

The Moose Wilson Road corridor provides a rare experience for park visitors. This rambling country road winds through some of the most spectacular front-country scenery in the park. It offers the opportunity to experience the solitude and wonder of the area through the Laurance Rockefeller Preserve trail system and visitor center; a gift to the American people that embodies Laurences vision for the area as a source of renewal, reflection and opportunity to experience pristine nature.

Park Wildlife:

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

The wildlife viewing in this area surpasses all other areas in the park. Within the 7.7-mile road corridor park visitors have a good chance of seeing black bears, beavers, Great gray owls, Trumpeter swans, moose, elk, and if they are lucky - Grizzly bears and Gray wolves.

The corridor provides key habitat for many species, and contains important wildlife movement corridors that traverse dense forests, sage meadows, and wetland riparian areas. Grizzly bears have also moved into the corridor over the past decade, and can frequently be viewed along the road. It is also not uncommon to see black bears hanging from the trees alongside the road harvesting the fall berry crop. Bear jams are a common occurrence, and traffic is frequently disrupted as visitors flock from their cars to view and photograph bears and other wildlife in their natural setting. These up-close experiences thrill park visitors, but frequently necessitate road closures several times a year, to protect wildlife and visitors and avoid wildlife/human conflicts. Over the past few years, wolves have also established dens in the area. Due to their sensitivity to human disturbance and intrusion it has been necessary for the park service to close areas around den sites.

The road is also closed to automobile traffic during the winter months to give wildlife a respite from the busy summer crowds and at a time when it is essential for their survival to conserve energy.

In short, these wildlife viewing experiences offered along the Moose-Wilson Corridor are unsurpassed in Grand Teton, and truly create a world-class experience for park visitors as a park destination - rather than a drive-through transportation route.

Scenery:

Among the most significant attributes of the Moose Wilson Road corridor are its scenic values. Park visitors are provided a tranquil journey along a meandering road that winds through deep wooded areas, and past riparian streams and ponds. From the road, visitors can access trailheads that follow canyons to high backcountry elevations. The area is well-used by artists, photographers, wildlife viewing companies, hikers, cyclists and equestrians. The slow speed limits, narrow gravel road bed and topography lend to a slow meander through the corridor.

Recreation:

Recreational opportunities abound within the corridor, attracting day hikers, climbers, backpackers, cyclists, and horseback riders. The road also provides access to designated park wilderness and provides a gateway into an extensive trail system in the Grand Teton backcountry.

Historic and Cultural:

This historic road provides a unique experience to allow visitors to escape the busy summer in Jackson Hole, and enjoy a slow and quiet drive along the winding gravel road past historic dude ranches, and the Laurance Rockefeller Preserve and Visitor Center. The preserve captures the rich history of the Rockefeller family's generous gift to the American people; first through the actions of John D. Rockefeller to purchase and transfer lands that would later become Grand Teton National Park, and now recently through the restoration and donation of the LSR Preserve.

SPECIFIC COMMENTS

Whats at Stake?

Traffic Impacts:

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

Please assure that the Moose-Wilson road corridor is maintained first and foremost as a national park system road throughout all action alternatives. As Teton County has grown into an international tourist destination; so have the demands on the park increased. Currently, the county is struggling with difficult transportation planning decisions, in response to both residential and commercial growth, and accompanying increases in residential and visitor traffic; particularly along the West Bank of the valley. These impacts are taking their toll on the Moose Wilson Road corridor, as residents and visitors increasingly use this corridor to bypass traffic in the Town of Jackson. Teton County transportation issues must be addressed through the current county transportation study, and should not depend on the use of this gravel park service road to address the county's transportation deficiencies.

A study was recently conducted by Utah State University for the National Park Service to assess changes in the Moose-Wilson Corridor road use. The study found that traffic volume on the road doubled between 1988 and 2003. Currently, an average of 2,000 vehicles use the corridor each day. The latest data released shows that trend continuing upward with a 30-60% increase since 2006 in late summer and fall use of the road. All indicators point to a continued, steady increase of traffic into the future.

Although, the road has always been managed by the NPS as a park destination where visitors can enjoy quiet, non-motorized recreation and view wildlife. This study clearly shows that it is increasingly being used as a commuter traffic corridor. This narrow gravel road was never meant to accommodate commercial and commuter traffic, and to address these current traffic levels. However, NPCA does acknowledge and support continued reasonable access to private inholdings along MWR. We applaud the Services efforts to try to address these impacts; focusing on vehicle, recreational and pedestrian traffic, while still seeking protecting the areas unique wildlife, biology and cultural history.

Any alternatives considered for inclusion in the DEIS must first and foremost protect the unique characteristics of the corridor, articulated above. In order to accomplish that goal, we believe it is imperative to significantly reduce commuter traffic, eliminate commercial traffic, and manage the road as a destination. This road is undeniably a park-owned and managed road, and has been adaptively managed through seasonal, and daily closures (when necessary to avert wildlife conflicts) for many years. There are new strategies presented within the parks proposal to increase management actions in the corridor to address traffic concerns. The majority seem weighted in favor of managing traffic. Proposals such as limiting the number of vehicles on a daily or hourly basis, utilizing a reservation system, and restricting commercial uses, and closing the road two days a week have merit, but are 'management heavy and may in the long run create more animosity towards the park service and more visitor frustration than a longer-term solution: Consider the impact of having cars waiting to enter the park, backed up from the southwest entrance to Teton Village as a worst possible scenario. Such proposals also create confusion for residents and visitors alike, require a high level of public information, and are subject to political and public pressure to increase the number of vehicles. A reservation system could be biased in favor of local residents and commercial businesses and hotels, who are savvy as to how to get into the cue for daily access.

Increased Surface Area Pavement:

While aspects of the proposals that focus on providing more road pullouts and larger parking areas may address peak visitor use, their construction and numbers need to be weighed against the environmental impacts of disturbing more habitat. Few people would like to see a parking lot the size of Jenny Lake built within the Moose-Wilson Corridor. It is questionable that a parking lot with 60 spaces is necessary or appropriate in the White Grass Ranch area.

The corridor may benefit from additional pull-outs and wildlife viewing areas, but even in the case of

these smaller disturbance areas, there should be limits on the number and size of these areas. If deemed necessary, these new pull-outs should not be paved, rather use the natural road surface. The NPS must use rigorous science to balance the impacts of more human use and disturbance along the road with their core mission of preserving and protecting both the natural environment. The scope and size, of any new pull-outs and parking areas should be minimized so as not to negate the over-riding goal of preserving the corridor and maintaining an enjoyable visitor experience.

Any alternatives or aspects of individual alternatives selected must utilize the existing road prism and ensure that the extraordinary natural and wildlife assets of the area are not impaired, and that the quiet and scenic experience of this historic roadway is maintained. Studies have shown that paving roads reliably increases the speeds, and that paved roads and wider roads provide greater obstacles to wildlife attempting to cross.

The NPS should also consider the impact on other natural and vegetative resources in the corridor and alternatives should avoid and minimize any significant destruction or removal of trees or disturbance of habitat.

Recreational Use:

Over the past nine years, the NPS has developed a system of bike and pedestrian paths in sections of Grand Teton National Park. These paths are enjoyed by park visitors and provide an extensive system of nearly 20 miles to enjoy the park safely by bicycle, particularly in areas adjacent to major highways.

However, there are many factors that must be considered by NPS as they develop a plan for this special area as it relates to new recreational access. Park studies have shown that the park pathways that have been constructed have had a varied impact on park wildlife. Research has examined how the pathways have affected the behavior of black bears, elk, pronghorn, mule deer, moose and songbirds in Grand Teton National Park. Although there are variations for different species, the presence of pathways and use by pedestrians and cyclists has influenced animal movements, patterns, and in some species, has led to avoidance of habitat adjacent to paths. Some species adjusted better than others; and variations were even seen along gender lines. Critical scientific analysis must be done within the DEIS to evaluate the impacts of any proposed development outside the road prism to ensure the protection of park wildlife and resources.

NPCA wants to make sure that any permitted recreational activities are made safe for park visitors, yet recognizing the fact that all recreational activities have some level of inherent risk. We request a thorough analysis of the safety benefits and tradeoffs associated with each action alternative as it relates to changes in recreational access. As part of the DEIS, we would appreciate an analysis of the factors that make cycling activity more or less safe-i.e. motor vehicle presence, vehicle speed, presence of wildlife and possible aggressive human/wildlife conflicts, etc. In this way, the public will best understand the mix of action alternatives and the environmental and visitor use tradeoffs associated with those alternatives. Recreational access within the corridor could best be accommodated by taking advantage of the fact that the Moose-Wilson Road is already managed as a slow-speed road and by adopting a variety of adaptive road management techniques for use within the existing road prism to allow for safe enjoyment of the area by horse, bike or on foot - without impairing natural resources, or impacting wildlife and habitat security and movement corridors. The NPS should also analyze the establishment of bike lanes within the existing road prism, and appropriate safety signage along the road to alert drivers to the presence of cyclists sharing the road.

The Draft EIS should also analyze potential conflicts between users. For instance, the high and historic

use of horseback recreation in the area could lead to serious safety problems when horses and bikes are sharing use areas. There are also serious safety concerns over potential confrontations between cyclists and grizzly or black bears. The NPS must analyze these safety issues, and have contingency plans for how to best manage and reduce the possibility of wildlife/recreationalist conflicts, as well as conflicts between different users groups whether they be pedestrians, cyclists or horseback riders.

Wildlife Impacts:

The use of the corridor by grizzly bears was not a significant factor when the original 2007 Transportation Plan was developed. Now that grizzly bears have expanded their use of habitat into this corridor, the NPS should study potential human/wildlife conflicts associated with expanded recreational access, habitat fragmentation, habitat avoidance, and disturbance within wildlife movement corridors in the DEIS as there is a significant body of science associated with human impacts on grizzly bears that will apply here. We believe that a rigorous scientific process will provide the best, most up to date information to guide the park in their management decisions to minimize the level of recreational disturbance and preserve wildlife security, habitat and critical movement corridors.

Preservation of Historic Values:

When selecting future alternatives, the park should consider how to best protect the gift of the Laurance Rockefeller Preserve, so that the unique qualities of this section of the road adjacent to and within the Preserve are not diminished by inappropriate traffic volume. Even aspects of the Preliminary Alternatives that propose new adjacent parking areas or significant expansion of the Granite parking area could impact the intent of the Preserve in their clear efforts to restrict parking, remove structures, and provide a quiet contemplative experience at the Visitor Center.

The road prism itself is an historic asset within the Moose-Wilson Road Corridor and should be preserved as a rustic, low-speed road, seasonal road. The Moose Wilson Road is eligible to be listed on the National Historic Register. Therefore, NPS has a responsibility under all alternatives that emerge from this planning process to assure that the unique historic character of this route is maintained. We do support the realignment of the north end of the MWR based on the environmental and habitat benefits inherent in doing so, as long as the existing roadbed is restored to its natural state.

The Advisory Council on Historic Preservation has established regulations for agencies to follow in complying with Section 106 of the National Historic Preservation Act. Under the Act, the NPS must evaluate the historical significance of the property using National Registry criteria, and determine whether a historic property will be affected by a proposed change or improvement and, if so, assess the possible adverse effects. The NPS must also consult with the Wyoming State Historic Preservation Office to develop a plan to mitigate any adverse effects.

Wilderness Values:

The Moose Wilson Road corridor plan must assure that no proposed activities impairs wilderness values on wilderness eligible lands. Lands that have been recommended for wilderness designation fall within the western and northern boundaries of the corridor. These lands should be identified and considered within the EIS process, and all potential alternatives should be evaluated as to its impacts on the natural and untrammeled wilderness qualities of those lands with outstanding wilderness qualities.

New Alternatives for Inclusion in the DEIS:

Although the Preliminary Alternatives provide an interesting and creative array of ideas for discussion,

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

they seem heavily weighted in favor of NPS management rather than working towards the goal of providing unambiguous, long-term solutions for the management of the road. These types of tools may temporarily address the problem, but are subject to change over time and public sentiment that might not favor ongoing limitations or restrictions. Many of the innovative strategies and reliance on transit we would like NPS to consider here are already used widely in the National Park System in parks such as Yosemite, Glacier, Bryce Canyon, Denali, Zion, Yellowstone and Acadia.

One-Way Road Access:

Within the DEIS alternatives, NPCA would like to see analysis of a one-way road alternative that would provide clarity for visitors and residents as to how and when to access the road. Although, there would be additional impacts from a uni-directional road, the Moose-Wilson Road is only open for a limited time during the year and has the positive benefit of discouraging commuter traffic, while still allowing for access. This scenario also allows for the road to be safely shared by cyclists and automobiles.

Temporary or Partial Road Closure:

Although closing the road for two days a week reduces some impacts to the road, it could actually exacerbate impacts on other days of the week, and likely lead to confusion and frustration among road and recreational users. That said, we do believe that closure of the road for periods of time throughout a week should be carried forward into at least one action alternative including an analysis of the potential drawbacks we identify here be addressed.

The permanent year-round closure of the road proposed in alternative B, should be studied, however, the paving of the road and addition of a new parking area could also have significant impacts, which should be analyzed in the DEIS. The proposal also calls for the alternative to be used only under peak use; which is subjective and the criteria for when the road would be gated, versus open should be presented within the DEIS as to estimated months of closure, number of days, etc.

The NPS should work to combine aspects of different scenarios. For example, the following scenario could meet the needs of nearly all the user groups and we request NPS to carry it forward through analysis as a component of an action alternative:

Two-way access could be allowed to White Grass Ranch from the north, allowing wildlife viewing at Sawmill Ponds, hiker access to Death Canyon and horse access to Poker Flats. From there the road would continue south as a one-way road (in favor of park visitor use and travel), allowing park visitors to access the Laurance Rockefeller Preserve and continue south in a grand loop to visit Teton Village and the Town of Jackson prior to heading back to the park. From the south, the road could be configured as a two-lane road from Teton Village to the LSR Preserve, where it would end, since access would be limited to one-way traffic from the north. This allows visitors from Teton Village to access the Preserve, hike Granite Canyon, and park horse trailers at Poker Flats.

This scenario eliminates the argument about access to the LSR, reduces traffic, keeps the road open, discourages commuters, allows for all recreational users, and enhances cycling safety along the road. Although residents from the West Bank would have to drive around to enter the park; they too would benefit by being able to take the road back home when heading south.

Trailhead and Road Reconfiguration:

Although disturbance in areas that have not been previously impacted should be generally avoided, there

may be merit in relocating the north segment of the road out of the riparian area to reduce impact on natural resources and wildlife. This would allow the old segment to be restored and enhance wildlife habitat in this important riparian area, and it would also provide for new construction but in an area that has already seen human impacts as a levy and as a utility corridor. However, this proposal should be weighed against the impacts of new road construction within the DEIS.

The option of moving the entrance of the north end of the road so that all visitors are required to enter the park through an entrance station should be considered and will be essential for any alternative that relies on monitoring and limiting the number of cars within the corridor. This also ensures that all visitors using the Moose-Wilson Road pay for entry and support park operations and maintenance. This could further be enhanced by the creation of a park-operated small shuttle system that also made the 'Grand Loop from Moose to Teton Village and back to the park; stopping along the way for interpretive opportunities, trailhead and LSR access stops and commercial centers at Teton Village and the Town of Jackson.

Shuttle System:

We support the idea of creation of a limited shuttle system. We request that the DEIS include analysis of the creation of a small shuttle system and provide a definitive plan within an alternative(s) that outlines how shuttle buses will be used to decrease traffic impacts and identifies funding and potential partners to make a shuttle system feasible.

Winter Use:

We request NPS maintain an un-groomed winter trail system to limit disturbance of wildlife and provide for winter respite during a season where wildlife must conserve energy for survival. The existing use is already high, and adding additional trail users will create conflicts between users and increase use of the area, and impacts on wildlife. This also provides a quieter winter experience for visitors snowshoeing and cross-country skiing through the corridor.

Bicycle Lanes and Signage:

The preliminary alternatives should include analysis of the identification of bike lanes within the current road prism as a potential solution to cycling safety concerns. Combined with appropriate signage, this alternative could provide safe bicycle travel through the corridor and also give notice to motorists that bicycles are sharing the road. This alternative could be particularly effective under a one-way road scenario or a mixed-use road option similar to that described above.

NPCA requests these specific points be considered in DEIS action alternatives:

"Prioritize the road as a quiet park destination and wildlife-viewing area; not as a commuter route - - by limiting vehicles and prioritizing visitors experiences.

"Eliminate commercial use of the road, especially taxi use.

"Require all wildlife-viewing companies to be contracted with the National Park Service, versus the current practice of simply requiring commercial use authorization. This would provide oversight on the number of expeditions and frequency of use of the road at any given time, and provide an opportunity to enhance interpretative opportunities.

"Establish daily or hourly limits on traffic within the road corridor; perhaps more feasible, consider seasonal limits that don't vary to reduce confusion. Wildlife-conflict closures should continue, and night-time closures should be considered.

"Maintain low speed limits and provide adequate enforcement

"Mandatory requirement to pass through a fee station

"Consider other traffic-calming strategies such as speed bumps to slow traffic and deter commuters
"Use park education and outreach efforts to encourage visitors to stop frequently, and enjoy their experience in the corridor, rather than rush through it. Encourage the use of interpretive apps, provide educational brochures, and ranger-led hikes and talks through the corridor.
Traffic management tools can greatly enhance bicycling opportunities and provide a pleasant bicycling experience along the road
"The NPS should research the use of non-toxic alternatives to reduce dust along the Moose-Wilson Road

NPS Management Policies

Please assure that all action alternatives fully comply with the NPS Management Policies, as amended.

CONCLUSION

There are many complex issues that should be evaluated in their totality to develop possible alternatives for future management and development of the Moose Wilson Road. Through this process, it will be important to weigh current and future visitor use, recreational use, and traffic impacts against possible negative impacts to the natural and wildlife resources of this important corridor.

NPCA encourages the NPS to explore solutions outside of the range of alternatives previously developed, to consider how transit, shuttle systems and other calming traffic measures could be applied to the road corridor to reduce traffic impacts.

NPCA also urges the NPS to utilize to the greatest extent possible, all peer reviewed literature pertaining to recreational impacts on wildlife and recommendations for minimizing human/ wildlife conflicts in relation to sensitive species and large carnivores.

We appreciate the opportunity to participate in this important planning process, and look forward to commenting on the draft EIS; once released.

Sincerely,

Sharon Mader
Grand Teton Program Manager
National Parks Conservation Association

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1979

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Topic Question 4:

I have read through the document submitted by the group called the Friends of the Moose-Wilson Rd. I support it as I find that it corresponds very well with my concerns for the preservation of wildlife habitat, and the character of the Moose-Wilson Rd corridor.

Comments: I appreciate the opportunity to comment on the preliminary alternatives the park has identified as options for the Moose-Wilson Rd.

The Moose-Wilson Rd corridor is an absolute gem in the national treasure that is Grand Teton National Park. What makes it such a gem are the natural habitats within the corridor that sustain the teeming and varied wildlife as well as the rustic character that visitors experience. That character should not be messed with! The road should continue to provide access to the historic properties and to trailheads along it however I believe it should absolutely NOT be converted to a more convenient thoroughway by paving the unpaved section, by straightening it or widening it to simply make easier access to the Teton Park road from 390 nor to accommodate commuters.

My parents purchased a haven 45 years ago not far from the Granite Canyon trailhead. I have driven the road countless times over the years. I love it. I do personally use the road to access trailheads along it, the Teton Park Rd, to go to Dornans, to go to and from the airport. After years of cringing at the idea of a north bridge from the airport to 390, I believe that now to be the most reasonable solution to help alleviate the pressure on the Moose-Wilson Rd. Leave the Moose Wilson Rd alone!
I would support it's conversion to a road that is NOT open for through travel as a way to alleviate some of

the increase in traffic.

I do not support Alternative A - the no action at all alternative. That will not ameliorate the major increase in traffic the road has seen over the years- It is being loved to death.

I do support within Alternative B the realignment in the two segments of the northern portion to the east of the beaver ponds thus easing the existing fragmentation of the wildlife corridor.

I think the park has done a magnificent and sufficient job accommodating bicycles within the park. I do not think the Moose Wilson Rd corridor should be further fragmented by creating a bicycle pathway along the length of it. Wildlife should be the primary concern here. Would it really be safe for bicyclists in a corridor heavy with bears?

Commercial traffic should not be allowed unless it is a park run wildlife tour. That may serve to give visitors access to the road with fewer individual cars.

I have read through the document submitted by the group called the Friends of the Moose-Wilson Rd. I support it as I find that it corresponds very well with my concerns for the preservation of wildlife habitat, and the character of the Moose-Wilson Rd corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1980

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Topic Question 1:
September 11, 2014

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

Re: Moose-Wilson Corridor Preliminary Alternatives

Dear Moose-Wilson Planning Team:

Thank you for allowing the Jackson Hole Wildlife Foundation the opportunity to comment on Preliminary Alternatives for the Moose-Wilson Corridor Comprehensive Management Plan. The Jackson Hole Wildlife Foundation (JHWF) is a grassroots group working to promote ways for Teton County residents and visitors to live compatibly with wildlife. We accomplish our mission through focused, on-the-ground projects, providing opportunities for volunteers, collecting wildlife data and educating the public about wildlife.

JHWF applauds the National Park Service for initiating this planning process. The increased presence of grizzly bears in the Moose-Wilson Road Corridor makes a new National Environmental Policy Act analysis/management plan appropriate and necessary. National Park Service data show that grizzly bear

sightings increased from one or fewer sightings each year between 2000 and 2007 to 27 sightings in 2011 and 24 in 2012. The frequent spring and fall visits of grizzly bears to the Moose-Wilson corridor indicate that this is important habitat within the home range of breeding females. This increase of grizzly activity is a significant "changed condition" that will undoubtedly result in an increase in human-grizzly encounters. The increased chance for encounters is especially important considering that grizzly-human conflicts are a leading cause of grizzly mortality.

While any plan focusing on management of the Moose-Wilson Corridor must take into account numerous human safety, cultural, and historic concerns, JHWF is focused specifically on wildlife conservation. Therefore, the comments contained in this letter will be limited primarily to wildlife and wildlife habitat.

TOPIC QUESTIONS:

1. Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

The Jackson Hole Wildlife Foundation supports the stated goals of protecting and maintaining (and hopefully improving) the "natural function, diversity, complexity and resiliency of the ecological systems and the natural communities of the Moose-Wilson corridor..." as stated in the Goals and Desired Conditions section of the Preliminary Alternatives. As such, we support many of the proposals outlined in Alternative B.

In particular, we believe realigning the northern 0.6 miles of Moose-Wilson Road out of riparian habitat would be a substantial benefit to many if not all of the animal species that currently use the corridor. The species that stand to benefit from the realignment include amphibians, reptiles and birds. Appropriate, low impact roadside parking should be developed and the current road surface reclaimed as part of this effort.

We also support the limitation and regulation of commercial traffic on the road as outlined in Alternative B. This includes the prohibition of taxis and other commercial traffic, unless those commercial operators are specifically permitted for access to the corridor. Restrictions on commercial traffic benefit wildlife, not only by reducing overall traffic levels, but also by reducing the number of vehicles using Moose-Wilson Road as a conveyance rather than a park destination. Park authorized shuttle service, especially with an interpretive guide, should be a key feature of any future management plan for the corridor. Such public transportation would help reduce traffic levels and therefore impacts to wildlife.

Relocating the Death Canyon trailhead to the end of the paved section of the access road is another feature of Alternative B that would clearly benefit wildlife by eliminating motor vehicle use and its associated impacts to the surrounding habitat along a 1-mile section of the corridor.

Maintaining the current level of winter maintenance in the Moose-Wilson corridor-i.e. not allowing groomed trails-is essential to maintaining habitat for wild animals during a time of year when they are most susceptible to impacts from human disturbance.

Topic Question 2:

National Park Service studies on traffic volumes, the increased presence of grizzly bears, and the overall biological importance of the Moose-Wilson corridor clearly demonstrate the need for a reduction in the

volume and speed of traffic on Moose-Wilson Road. Therefore, the Jackson Hole Wildlife Foundation cannot support the "no action" alternative, Alternative A.

As stated previously, a realignment of the Moose-Wilson Road out of riparian areas would benefit wildlife. Maintaining the current alignment, as stated in Alternative C, does not achieve these benefits and should not be implemented.

JHWF has a number of concerns about elements of Alternative D. First and foremost, we feel that creating a multi-use pathway parallel to the Moose-Wilson Road has unacceptable impacts to habitat and wildlife. These impacts include: direct loss of habitat resulting from the pathway itself, habitat fragmentation and indirect habitat loss around the pathway resulting from the displacement of mammals and birds due to human activity, and a substantial increase in the potential for human-wildlife conflicts. The increased chance of human-wildlife conflicts is especially acute with the Moose-Wilson corridor's grizzly population. Research on grizzly-cyclist interactions by Dr. Stephen Herrero strongly suggests that cyclists travelling quickly and silently through prime grizzly habitat will result in increased human-grizzly conflicts. Such conflicts often end in the relocation or death of bears, and have the potential for serious injuries and, in rare cases, death to humans.

Research looking at the impacts of various types of recreation on wildlife on the Starkey Experimental Forest and Range, in Mount Spokane State Park and elsewhere suggest that cyclists and other user groups on unpaved forest trails displace wildlife. While there are few applicable studies on the impacts of paved pathways, it is reasonable to assume a similar displacement effect. As stated in our previous comments, GTNP has funded four studies of the impacts of park pathways and non-motorized recreation on elk (Sawyer et al. 2011) ungulate responses (Hardy, A.R. and K.R. Crooks 2011) black bears (Costello et al. 2011) and avian species (Chalfoun, A. 2011). While these studies demonstrated the effects of pathways in sagebrush habitat, those results are not necessarily applicable to the varied and sensitive habitat types found in the Moose-Wilson Road Corridor. Further, those studies did not take into account the impacts of pathways and non-motorized recreation on the species of greatest management concern in the Moose-Wilson Road Corridor: grizzly bears. As part of any analysis of management alternatives on the corridor, JHWF respectfully requests that the National Park Service take into account the management effects of each alternative on grizzly bears as well as on moose, elk, bald eagles, wolves and black bears, Canada lynx, boreal toads, beaver and other species that inhabit that section of the park.

As stated above, JHWF would also oppose any plans to increase winter recreation on in the Moose-Wilson corridor via grooming the snow covered road or increasing the number of allowed activities. Promoting any increase of use during the winter months would have an unacceptable impact on wintering wildlife.

Topic Question 3:

Given the exceptionally high quality habitat available within the Moose-Wilson corridor, JHWF encourages the National Park Service to consider seasonal closures and restrictions at times of year when animals are most vulnerable to human disturbance. These closures and restrictions should apply to the Snake River bottom (in winter), other riparian habitat such as the Sawmill Ponds, and the road itself when appropriate. JHWF applauds Grand Teton officials for currently implementing these types of closures when bears are present on the roadway.

JHWF also encourages the National Park Service to develop a true conservation alternative for consideration in the draft plan/EIS. This alternative would focus on protecting and enhancing wildlife and

habitat and would serve as a useful baseline and source of ideas in the development of the plan's preferred alternative.

Topic Question 4:

In general, the board and staff of the Jackson Hole Wildlife Foundation feel the National Park Service should consider the Moose-Wilson corridor as neither a recreation center nor a byway to reach other destinations such as the Jackson Hole Airport and Teton Village. Instead, the Moose-Wilson corridor should be considered a destination for appreciating its unique and extraordinary wildlife and habitat resources.

JHWF supports non-motorized recreation, non-motorized transportation and pathways, but we feel the separated pathway and winter grooming scenarios outlined in the Alternative D would degrade habitat, wildlife and the visitor experience. While we provided no specific comments on the various traffic scenarios outlined in the Preliminary Alternatives for the Moose-Wilson Corridor Comprehensive Management Plan, we would support a dedicated multiuse pathway within the existing road corridor as long as that pathway did not result in a direct loss of habitat. The National Park Service could alleviate safety concerns about motor vehicle collisions with cyclists or pedestrians by creating a barrier between the road surface and the pathway.

The Jackson Hole Wildlife Foundation has four programs-Give Wildlife a Brake, Wildlife Friendly Fencing, Bear Wise Jackson Hole and Nature Mapping Jackson Hole- - that may be applicable to management of the Moose-Wilson Road Corridor. We appreciate the numerous opportunities we've had partner with GTNP on fence removal projects within the corridor, and we look forward to other partnership opportunities in the future.

In conclusion, thank you for the opportunity to provide comments for the Preliminary Alternatives for the Moose-Wilson Corridor Comprehensive Management Plan. Please don't hesitate to contact us with any questions.

Sincerely,

Cory Hatch
Executive Director

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Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1981

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Topic Question 1:

I am in favor of alternative D which allows for a separate pathway for bicycles. Regardless of whether or not a pathway is added, cyclists will continue to use the road, a practice which creates unsafe conditions for the cyclists and snarls traffic since motorists are not able to pass them safely on the narrow roads.

Topic Question 2:

All of the rest of them. The current situation is dangerous and needs to be addressed. Closing the road or converting it to a single direction is absurd - it will needlessly direct traffic in one direction through town, increasing congestion on our roads and wasting both fuel and time for drivers. Doing nothing does not address the current problems.

Topic Question 3:

Converting the existing road into a multi-user pathway for cyclists and pedestrians (no vehicular traffic permitted). A new roadway to the east of the existing road should be added, with multiple pullout areas to allow for photographs and wildlife viewing.

Topic Question 4:

If the "do nothing" alternative is selected, some pullout areas need to be created. People currently pull over on both sides of the road when wildlife is present, blocking traffic and creating a danger to pedestrians trying to cross the road for a better view. Not providing parking does NOT mean people will not park, it just makes conditions more dangerous for everyone using the road.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1982

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Topic Question 1:

We support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

Topic Question 4:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Comments: Rails-to-Trails Conservancy (RTC) is pleased to submit these comments of support concerning multi-use trail development in the Moose-Wilson Corridor. Of the preliminary alternatives presented for public comment, we believe that Alternative D is best suited to the needs of Grand Teton National Park visitors and nearby communities and is imperative for safe bicycle access by local residents and tourists.

RTC and our 150,000 members and supporters across the country are dedicated to creating a nationwide network of multi-use trails. RTC supports Alternative D because it:

- Allows for a continuous multi-use trail within the Moose-Wilson Corridor, creating and prioritizing safe nonmotorized, low-impact access to GTNP;
- closes the gap on an existing multi-use trail system that is fragmented, connecting the communities of Jackson, Wilson, Teton Village and the park headquarters in Moose;
- and allows for meaningful traffic reductions that will help wildlife thrive while maintaining good, connected visitor access to GTNP.

Alternative D is directly in line with the goals of Rails to Trails Conservancy and will be a benefit thousands of GTNP visitors and its neighboring communities. We appreciate the opportunity to present comments and support a plan that would prioritize multi-use trail development within one of the most visited and beloved National Parks in the U.S.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1983

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Correspondence Text

Topic Question 1:
D

A multi-use path would separate bikes and pedestrians from motor vehicles diminishing congestion and enhancing safety and enjoyment for all. The path further connects the corridor to the park as a whole, minimizing traffic in town while potentially increasing non-motor vehicle travel in the corridor. In addition, the path would negate the need to pave the entire road (unless there are other factors that play into paving the gravel portion).

There are portions of other plans that would be helpful. For example in B, the additional parking at the Laurence S. Rockefeller Preserve would be helpful during peak hours/season.

Topic Question 2:
Minimize media & interactive material. Produce this type of information for the visitor centers. For example, the Laurence S. Rockefeller Visitor Center would contain information related to the corridor. OR, create an APP of interpretive information.

Topic Question 3:
Peak season shuttle service to trailheads and viewpoints from Laurence S. Rockefeller Preserve or from main park visitor center (similar to Zion). No parking available at these sites during peak hours.

Thru traffic only pass during this period, perhaps even connected to a fee. Thru traffic should be allowed during peak.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1984**

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Correspondence Text

Responding in support of Alternative D...

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1985

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Status: Reviewed Park Correspondence Log:
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Correspondence Text

Dear Moose - Wilson Planning Team:

I want to thank you for the opportunity to comment once again regarding the Vision for the Future of the Moose Wilson Corridor. In this process I did attend both public meetings of January 14, 2014 and August 28, 2014; and, previously submitted my comments after the first meeting.

In my 42 year of residency I have become quite familiar with the Moose-Wilson Corridor. I spent the winter of 1973-4 living at the White Grass Ranch; I worked for Bob Koedt in his office on the Murie Ranch from 1973-1 975; and, have lived on the southern end of The Village Road (Wyo 390) since 1976.

I need not tell you how significant this southern arm of Grand Teton National Park is in it's beauty, diversity and tranquility. I was fortunate enough to know Laurance Rockefeller; and, on more than one occasion we chatted about his family's stewardship of the JY Ranch and his vision for what has become the Laurance S. Rockefeller Preserve.

At the August 28th Public Meeting four alternatives were presented. Please understand that I was quite surprised that the most significant alternative was not presented at all. As a result I will outline it here.

After the Moose Wilson road is closed for hunting season and the winter in a month or so, there is no reason to re-open the "unpaved" section again in the springtime to motorized vehicular traffic EVER - save emergency vehicles or some future Park Service visitor shuttle service. This dirt road is within our National Park and is not a part of the Teton County Transportation I Roadway Plan - there isn't one; or, any State of Wyoming Highway Plan - it isn't one..... This is our National Park, not a highway right

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

of way. Shut the sucker down If done, there is little doubt that Teton County, WYDOT AND those with the MOST to gain WILL resolve the issue by creating a northern link from WYO 390 across to 89 I 191 in short order.... A win / win ! Access northward from Teton Village and development at the north end of the Village Road - YES. A shorter route from Teton Village to the town of Jackson, not to mention the airport, reducing vehicular travel on WYO 390 & 22 as well - YES, YES & YES. Nonmotorized travel on foot, bikes, horseback along the existing dirt road between the Granite Canyon parking lot to the Rockefeller Preserve - YES. The opportunity to make necessary improvements to Park infrastructure - YES. The opportunity to expand the Pathways System within GTNP - Yes. The starting point for a the development of a inner-Park transit system - YES.

Return of this special, environmentally diverse region of Grand Teton National Park back to a passive, wild and natural place, as it should be - YES The RIGHT course of action is crystal clear when the GREED motive is removed from the equation! Once realized, a Vision for the Future of the Moose Wilson Corridor can be contemplated.

Thank you for your efforts.

Regards -

Denny Emory

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1986

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Correspondence Text

Topic Question 1:

I don't not believe any of the alternatives will achieve the purpose and need for the plan. See my comments in Section three.

Topic Question 2:

All of the alternatives, with the exception of no change, will increase the human footprint while not addressing the real problems along the corridor. See my comments in question three.

Topic Question 3:

Most roads in both Grand Teton and Yellowstone National Parks serving the tradition use and purpose as does the Moose - Wilson Rd. (i.e. Access primarily for scenic and recreational enjoyment) are one way or end in a dead end. The most obvious for our discussion is the Jenny Lake Rd. However in Yellowstone there are several examples; Blacktail Plateau Dr., Firehole Lake Dr., Firehole Canyon Dr., Fountain Flat Dr. Upper Terrace Dr. And others. These roads provide ample' peaceful access for scenic and recreational enjoyment, while not providing thruway/short cut access. Exactly what the Moose-Wilson Road needs!

The solution to many if not most concerns over the future of the Moose-Wilson Road may be to either make the road one way from Moose to a point north of the South Entrance or Granite Tail Head, or to dead end it there and allow traffic in both directions. The Park Service has ample examples attesting how very effective this means of control has been.

Topic Question 4:

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

I do not believe any alternative which provides a separate bicycle path in this wildlife rich environment is appropriate. The National Park Service has gone overboard providing bike paths and this us the time, and most important the place, to say, NO!

Comments: The real purpose, historic use, and indeed the future value of the Moose -Wilson Road is to provide for visitor recreation and scenic enjoyment. It has not been, and never should be allowed to become a thru way or shortcut for fast, easy access to all points north..

With the substantial growth of the West Bank and Teton Village it simply cannot be both any longer. If visitors and residents of the West Bank need more rapid, point to point access to the Parks, the airport and points north then it is the burden and responsibility of Wyoming and Teton County to provide another bridge over the river, not the National Park Service! These political entities are hiding from their responsibility in hoping to force the National Park Service to build more bike paths and a high speed gateway to accommodate the greatly increasing commercial development on the West Bank and Teton Village. It is their responsibility, not the Park Services.

To coin a famous quote, GOD BLESS GRAND TETON NATIONAL PARK, AND KEEP OUR MOOSE-WILSON ROAD WILD...

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1987

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Topic Question 1:

Keep this road as a quiet park destination and wildlife viewing area. Reduce the number of vehicles, keep slow speeds and eliminate commercial and commuter traffic along the road. Make the road safe for hikers and bicycles and wildlife viewing.

Topic Question 2:

Commercial and commuter traffic along the road.

Topic Question 3:

Making the road safe for hikers and bicycles and wildlife viewing.

Topic Question 4:

Reduce the number of vehicles, keep slow speeds and eliminate commercial and commuter traffic along the road.

Comments: I wish to express my concerns for the future of the Moose Wilson road corridor. As a member of the Grand Teton Association I love the Tetons and wish to see it protected. I value the wildlife scenery and historic value of this road. I ask you to keep this road as a quiet park destination and wildlife viewing area and not a busy road. It is a special place. It should be protected as it is not developed.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1988

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Correspondence Text

Topic Question 1:

Traffic management:

Do limit vehicular traffic during peak hours using monitoring and queuing; but, add alternative fuel mass transit to the LSR in both directions. This addresses the need to reduce local through traffic and increases the capacity of visitors who can enjoy LSR and the surrounding areas it provides access.

Physical characteristics/road realignment:

Maintain the rural, unpaved nature of the southern end of the road but make drainage improvements; realign the northern portions to better respect the areas around the ponds.

Turnouts and parking:

Improve parking/turnout facilities in current locations and seek options for others near known stopping/viewing areas. Apply design solutions to reduce resource impacts in other areas.

Bicycle use:

Continue to allow use in seasonal periods when road is closed to motor vehicles. Modify the multi-use pathway to areas where shared roadway use is deemed dangerous due to historical congestion. A pathway is more practical in areas where the road is realigned and it can be built more adjacent to the road and disturb less land.

Commercial activity:

The Park Service develops its commercial activities consistent with its best practices. Commercial traffic using Moose-Wilson Road as a through traffic to points north should be minimized. Allow recreational

uses that allow visitors to experience the park in modes they are accustomed to in other national parks.

Death Canyon:

Relocate trailhead to the best point the park deems necessary to reduce impacts to resources in that area.

Winter access and use:

Do what can enhance winter recreational opportunities consistent w/ the park's values. Northern winter parking at an improved parking area will help.

Visitor Use/Ed/Experience:

Do programs at key visitor gathering areas. Establish more viewing areas to concentrate use. Do provide short nature trails and interpretive materials. Additional winter bathrooms, yes.

Topic Question 2:

Do not restrict through traffic in either direction during peak periods as it is too unpredictable and will lead to a poor experience to those who wanted to connect to the broader park experience, but were turned around.

Do limit commercial traffic that's not contributing to the park experience.

In the winter, do not end winter maintenance at Sawmill Ponds Overlook. Provide backcountry winter access at existing locations for the benefit of winter access to the park.

Topic Question 3:

Do consider how more people can be moved through the park on alternative fueled mass transit.

Do consider how to incorporate a limited amount of multi-use pathway in areas where roadway needs to be realigned for sensitivity for wildlife, habitat connectivity and operational issues

Topic Question 4:

Thank you for opening up the process for public comment and opinions. I support the park's mission and look forward to its solutions in the best interest of the park - while balancing its relationship with the local infrastructure.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1989

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Topic Question 1:

I am in favor of Alternative A - no action on the Moose Wilson Road.

Topic Question 2:

I feel most of the strategies in Alternative Plans B, C & D will increase chaos along that corridor, further disrupt wildlife both during construction and after, make it more difficult for locals and tourists to figure out the schedules for access, increase lines and waiting times for auto traffic and thereby increase pollution from idling cars, increase traffic in town, and lastly cost money that would better be spent on personnel and maintaining general park infrastructure. I do not understand why bicyclists need access to all the park roads - especially the Moose Wilson Rd which does not connect to any bicycle trails.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1990

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Correspondence Text

Topic Question 1:

Paving the road is good. Poker Flats Trailer Parking good. Reroute road good. Improve death canyon good.

Topic Question 2:

Bike path is a great deal more of pavement, unsightly, and not interest of wildlife.

Topic Question 4:

I ride my horse once a week from Poker Flats, Sawmill Ponds, Taggart, or Jenny lake parking area. I really enjoy the loop from Poker Flats to North side of LSR up Wister Draw back along Phelps Lake on Valley Trail and back. I also enjoy ride out of Sawmill. Ponds to Whitegrass. I would hate to lose those rides. Us recreational riders are not included, however, we have spent the most in the valley on investment in our passion: horses, property, care. I/we have made a major investment in what we love, and in the local economy. Unlike the hikers, and bike riders, whom have made minimal investments. Keeping access open to the trails is very important. The wildlife does not seem like it is concerned with horses, unlike when they see two legged people on the ground. Animals seem to go about their business. Please don't prevent us from accessing the trail system... It is the reason I moved here over 20 years ago.

Comments: In addition to riding my horse once a week in the park, I also hike, use the park in winter, and enjoy leisurely looking for wildlife along the MW Road. As a scenic area, I think it should be used, never as a throughfare.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1991**

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Correspondence Text

Topic Question 1:
There should be NO bike path. The wildlife should not be disturbed more than it is already. The construction of a bike path AND I AM A BIKE RIDER BUT THIS IS AN INAPPROPRIATE PLACE FOR A BIKE PATH would eliminate the food (i.e. huckleberry bushes), habitat and environment that protects the wildlife. Enough of the PARK space is being intruded upon by humans, please keep this to a low traffic area. Please protect the wildlife in the park for a change. It will improve your image and reputation to do so. Many thanks for considering this input.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1992

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Correspondence Text

Topic Question 1:

The most critical consideration is traffic volume. This can be addressed by one of the following: a. Ending traffic from each direction at LSR Preserve, creating no through traffic as a full-time restriction. b. Designating one-way traffic only either north or southbound. c. Closing the Moose-Wilson road between Granite Canyon Trailhead and LSR Preserve. These options would eliminate the through traffic and allow cyclists to use the road safely.

Topic Question 2:

Habitat destruction is the other critical component of this study and all efforts should be made to preserve existing habitat and decrease impacts on wildlife. To that end, the following should not be a part of the final plan: a. No action alternative
b. Reservation system
c. Vehicle limitation system
d. A multiuse pathway parallel to Moose-Wilson Road along any segment
e. Allowing taxis
f. Allowing through-traffic
g. Allowing grooming
h. Closing road to vehicles two days/week (or any other daily configuration)
i. Adding additional pull-outs with the exception of along the realigned northern segment
j. Adding extensive interpretive media/kiosks
k. Increasing disturbance
l. Fragmentation of habitat

m. Removal of large numbers of trees and vegetation

Some of these management suggestions would require so much administrative and enforcement time and money that they are not feasible, ie, reservation system and/or vehicle number cap.

In addition, a separated bike path, whether close to the road or separated by 50' or so, would severely impact habitat and wildlife use of some of the highest value habitat in the park.

Topic Question 3:

Using one of the three options in my answer to Q 1 would address the need to decrease traffic and to not impinge further on habitat. They would also allow bikes to use the road with either no or decreased traffic.

Topic Question 4:

Traffic Management along Moose-Wilson Road

• Moose-Wilson Road would be open to motor vehicles from early/mid-May through October 31.

• Reduce speed limits along Moose-Wilson Road.

• 1) Address increases in traffic and volume-related congestion by restricting through traffic in either direction beyond the LSR Preserve Center. This would be accomplished by reconfiguring access to and parking at the LSR Preserve and installing a gate to prevent through-traffic, thereby encouraging use of the road only as a means for visiting destinations within the corridor. Through-travel by bicycles would not be affected.

• 2) Address increases in traffic and volume-related congestion by closing the road between Granite Canyon Trailhead and LSR Preserve.

• 3) Address increases in traffic and volume-related congestion by designating Moose-Wilson Road one-way (northbound or southbound).

Physical Characteristics of Moose-Wilson Road

• No substantial changes to the alignment or width of Moose-Wilson Road, except for the realignment of two segments between Moose and the Death Canyon road junction. The unpaved section would remain unpaved, and routine maintenance and scheduled road projects would be undertaken as needed.

Moose-Wilson Road Realignment

• Two segments of the northern portion of Moose-Wilson Road would be realigned to address congestion associated with the presence of wildlife, wildlife habitat connectivity, and operational issues. The 0.6-mile section of roadway between Murie Ranch Road and the base of the hill near Sawmill Ponds would be abandoned and a new segment would be constructed to intersect with Teton Park Road at its junction with the Chapel of the Transfiguration Road. 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. Parking would be improved at Sawmill Pond Overlook.

• The new road segments would be constructed to emulate the slow-speed, narrow, winding character of the road corridor.

• Relocate and replace Moose entrance station.

Turnouts and Parking

• Establish an adequate number of strategically located turnouts to allow for visitor parking while reducing resource impacts. Minimize addition of turnouts.

• Apply design solutions to roadside parking that would reduce resource impacts from parking off-road.

• 1) Reconfigure the access and parking at LSR Preserve in order to prevent through-traffic.

- â€¢ Improve existing Poker Flats horse trailer parking.
- â€¢ Retain existing Granite Canyon trailhead and parking.

Bicycle Use

â€¢ Bicycles would continue to share the road with motor vehicles. The restriction on through-traffic or one-way traffic that would apply to motor vehicles would not apply to bicycles.

Commercial Activity

â€¢ A limited number of road-based commercial trips would be permitted within the corridor. This could include wildlife viewing, photography instruction, and painting workshops. Conservation-focused interpretation would be required, but could include a broad array of interpretive topics.

â€¢ Use of concession contracts rather than conditional use permits to regulate and monitor commercial use.

â€¢ Groups would be limited to current Moose-Wilson Road vehicle size restrictions.

â€¢ Commercial horseback riding in the Poker Flats area would continue with currently authorized trails and use levels; commercial horseback riding on the Sawmill Pond trails, would be phased out. Guided skiing and snowshoeing would continue under current use limits.

â€¢ All other commercial traffic, including taxis, would be prohibited.

â€¢ Park shuttle services could be authorized by park management.

Death Canyon

â€¢ Death Canyon trailhead would be relocated to the current end of pavement on the existing access road (i.e., the junction with White Grass Road). Parking would be provided for 60 vehicles. Include justification of the need for 60 vehicle parking spaces. The existing 1.0 -mile unpaved portion of the trailhead access road (no longer necessary for vehicular traffic) would be converted to a trail.

â€¢ The restroom would be relocated to the new trailhead location.

â€¢ White Grass Ranger Station would become a backcountry cabin (no vehicular access).

Winter Access and Use

â€¢ Winter maintenance of Moose-Wilson Road would end at the Sawmill Pond Overlook. The unplowed portion of Moose-Wilson Road, between Sawmill Pond Overlook and the Granite Canyon trailhead, would be available for cross-country skiing and snowshoeing, but would not be groomed.

Visitor Use and Experience/Education and Interpretation

â€¢ Minimal low-impact interpretive media would be provided. Very few interpretive signs and structures would be installed on the landscape. The focus would be on pre-visit information and electronic media to prepare visitors for self-discovery prior to entering the corridor.

â€¢ Trail densities and alignments would be managed to be compatible with the protection of natural resource values.

â€¢ Provide additional restrooms at Granite Canyon trailhead parking area and at the new "winter" parking area at Sawmill Pond Overlook to manage human waste during the winter.

Comments: Teton county has not responded to the issues on their road system adequately and should not now thrust that burden on the park to be solved. The Moose-Wilson Corridor deserves more than to be turned into a convenience for locals and visitors to move through that area without regard to the unique and fragile ecosystem of which it is part.

The Wyoming congressional delegation has been out-of-bounds in making assertions about the corridor and about the EIS that do not respect the park or the process. Or for that matter, the community that

abhors the idea of making this a political issue when it is most clearly one of NPS values.

I would suggest that the seven goals and desired conditions be looked at carefully when assessing each of the components of this study. That would eliminate many and substantiate the reasons why.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1993

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Correspondence Text

Topic Question 1:

Parts of Alt A and parts of Alt B. The parking lot idea at LSR center are a good idea to slow down the idea of just using M-W road as a commuting road.

Topic Question 2:

Alt C would not achieve the long term goals. It would be bad at the start by closing the road to a class(bicycles, automobiles)of use.

Constructing a new bike path does not seem to make a lot of sense. If the speed limits are enforced all can live happily together

Topic Question 3:

Please make Moose-Wilson a one way through road for use by all class of travel (bikes, pedestrians, cars). Move the north entrance booth east bound (but let the visitor center stay free, before the entrance booth) so that any traveling to the north or accessing Moose-Wilson have to enter the park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1994

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Correspondence Text

Topic Question 1:

It makes sense to realign the road (as per Alt. B) to preserve habitat, provide pullouts to relieve congestion and allow visitors places to safely get out of the car. Definitely pave the southern end of the road which would make it safer and less costly overall to maintain. Keep speed limits low.

I fully support a separate multi-use pathway for a safe, enjoyable and alternative way to view and travel through the area.

Road based commercial use should be severely limited, possibly using a yearly lottery system for the companies. Other commercial uses should be limited as well, such as bicycle tours, guided ski and snow shoe and horse trips. From past experience commercial use turns areas into over-visited and abused habitat such as Inspiration Point and Hidden Falls.

The park should definitely consider shuttles within the corridor but look to providing park wide shuttles in the future, accommodating trips to other trail heads and Jenny Lake, where parking is already a problem.

I support the self discovery concept of low impact interpretive media.

Winter use should be supported by keeping access at and improving Granite and Death Canyon parking, provide restrooms. It would be great to find a partner to winter groom the road but this does change the "wilderness" character of the corridor.

Maintain the seasonal closure of October/May as this is truly some of the best time to explore and enjoy the corridor.

Using the White Grass road for all access makes the most sense, improved parking area and restroom could be moved .4 miles from current location as in Alt.C, to reclaim more area that is currently overused.

Topic Question 2:

Doing nothing ignores all the problems entirely and is not forward thinking. Habitat degradation and congestion would continue and the overall corridor experience would continue to decline.

I cannot support any increased commercial use as I believe it leads to overuse of habitat as well as adding to congestion.

Limiting traffic numbers using a reservation system does not seem to be a good solution as there would be a lot of administrative costs and be more of a frustration for visitors to the corridor.

Not paving the rest of the road seems negligent and in the end costly to maintain.

Common use of the road is inappropriate as cars need to be separated from pedestrians and bicyclists for safety and a better experience for both.

I cannot support moving winter access to the Sawmill area or Murie Center as this limits backcountry ski use in the Death Canyon area by adding extra mileage. Winter use has the lowest impact on habitat and shouldn't be limited.

Topic Question 3:

The park could consider closing the road several days a week at certain times (morning and evening) during which the park could lead vehicle based sightseeing trips, prohibiting these types of trips during the other days and times. This would reduce congestion from commercial vehicles.

Maybe experimenting with periodic road closures for pedestrian and bicycle use would be appropriate to see how well they are received by the public and could help guide the planning process.

Topic Question 4:

The elephant in the room is the construction of a north valley bridge. This is a county issue yes but it could lessen congestion in the corridor by eliminating "through" traffic.

It is important for the park to stay focused on its mission of managing the corridor as a scenic and rustic visitor oriented place. In keeping with the concept of self discovery, limiting commercial use within the corridor forces visitors to become true explorers.

Improvements should not be made to encourage corridor use as a highway, keeping in mind that many people traveling through the corridor are going to other places in the park which is where a park wide shuttle system could play an important role.

Comments: If I had to support one alternative unchanged it would be D because it's the only one with a

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

pathway which is at the top of my preferred strategies list, along with paving the south section of the road, but I don't agree with all that's included in it.

I prefer to look at all the alternatives like an a la carte menu, choosing the best strategies for the best outcome as I've outlined in my comments above.

My hope is that the most pressing issue will be dealt with first and in a timely manner with the south end of the road getting paved, followed by the construction of a multi use pathway with the rest implemented later.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1995

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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1996

Author Information

Keep Private: No
Name: tom reinertson
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
alternative D seems to be the best approach. it allows for bicycle as well as motorized access to this scenic area.

Topic Question 2:
alternatives A, B, & C. A is not workable - - traffic is often a snarled mess. B emphasizes motorized traffic at a higher rate of speed - - dangerous to wildlife and non-motorized traffic. C requires visitors to preplan visits to this portion of the park. it penalizes visitors who happen to arrive on a "non-motorized" day and have only one day to visit the park.

Topic Question 3:
i believe alternative D addresses most multi-use issues while retaining the park environment.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1997

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Topic Question 4:

I don't know the details, but I know that we humans keep taking and pushing animals out of their natural God given homes. I am so tired of the abuse mankind has brought to the animal kingdom. It is time for us to back off and protect these beautiful creatures and their God given habitat. Anything less is in-human and possible even barbaric. Change now before it is too late, because we will be held accountable for our actions! Thank You.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 1998

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Plan D

Topic Question 2:
All Others

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 1999**

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Out of the alternatives for the moose-Wilson Road I like alternative D. It allows for both motorized and unmotorized means of transportation. Although we don't use it often, we love it as an opportunity to view wildlife and for the serene and peaceful drive. We wish there were pull outs near the waterfall.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2000

Author Information

Keep Private: No
Name: N/A
Organization: Teton Village Association ISD
Organization Type: I - Unaffiliated Individual
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Teton Village, WY 83014
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please see comment letter in Box #4

Topic Question 4:
Thank you for your preliminary alternatives for this new Environmental Impact Statement on management ideas for the Moose-Wilson Road. This is now the second EIS in the last 10 years on issues related to the Moose-Wilson Road and Grand Teton National Park transportation, so we have had an opportunity to consider various ideas quite thoroughly.

We strongly support Alternative D, with some modifications, as your preferred alternative to study because it maintains important 2-way public access to public lands, keeps the character of the Moose-Wilson Road slow and narrow without widening it, and enables non-motorized transportation to safely travel on a pathway without the need of a vehicle.

The modifications we request are that you partner with Teton Village, Teton County and other non-profit partners to provide comprehensive transit to help reduce vehicles on the road.

" We can help you achieve your reduced vehicle counts by using forward-looking transit systems that meet your own capacity limits for vehicles on the Moose-Wilson Road while still providing needed through public access and visitor experience enhancement.

" Also, let the private sector contribute toward the pathway construction and maintenance of the pathways overall so as not to stress the GTNP/NPS budgets, much like the Park did at Jenny Lake with those \$16 million of visitor improvements through private dollars.

The main point we hope you understand is this: As your adjacent, close neighboring community, and the greenest, most environmentally committed neighbors of any NPS unit, we are deeply and openly interested in partnering with you on positive solutions for the future management of the Moose-Wilson Road area.

First, before we review the 4 alternatives and share concise thoughts of elements that we hope you study as your preferred alternative, let us first establish a baseline of facts.

1) Teton Village is not a problematic subdivision at the southern end of GTNP, an area of alleged massive development that is responsible for 26% increases in traffic on the Moose-Wilson Road. The facts are Teton Village has seen about 20-30 new homes in the last 10 years since 2005 - surely not the cause of traffic increases.

2) The traffic increases occurred, as your data shows, because visitors want to experience their National Park, particularly the new Laurance Rockefeller Scenic Preserve or simply view the corridor. A visitor attractant was built along the Moose-Wilson Road - which is wonderful. That fact - both the construction and the operation of it - must be synced with your own explanation of traffic increases.

3) Furthermore, it is not transit to the airport. Teton Village discourages any hotel shuttles or taxis from using the Moose-Wilson Road. And the data the park collected and presented proves that.

Our comments are first focused on Alternative D, and then we discuss the elements of Alternatives A, B, C and the problems they present.

Alternative D - Modify with enhanced and comprehensive transit

The entire community has long pointed out that everyone supports GTNP. We all want the protection, preservation and conservation of the Moose-Wilson Road. We all want to support the National Park Service for long-term stewardship and visitor experiences in an environmentally friendly way. Teton Village itself operates on the ethic of practicing green, progressive, low impact, high quality business. We will help GTNP and the NPS stage comprehensive transit. We have a successful track record and practice of taking vehicles off of Highway 390. We would not only provide needed parking outside of GTNP to base vehicles that DON'T drive on the Moose-Wilson Road, but also we can dedicate space for an environmentally focused education center that operates small shuttles/transit and boards the visitors for park-directed messages.

We support two-way public access to public land. The existing public rights to the road are legal perimeters under which any Alternative must be developed. Along with the Enabling Act of GTNP that specifically mandates public access to and from GTNP and the private lands surrounding and within it, these public easements to use the road, especially on the southern section, must be met in the letter of the law. We encourage you to maintain public access to public lands, and not close or gate the Moose-Wilson Road.

Instead, set the number of the maximum vehicles daily that can be on the road at any given time - and then reach out to your neighbors at Teton Village to help you achieve that goal. We will work with you diligently in creating comprehensive transit, parking, and staging to keep the park values on the Moose-

Wilson Road protected for the decades to come.

Environmentally Sensitive Pathway

Recreation and conservation do not have to conflict. Keeping the public in vehicles and not encouraging them to get out of their cars is an old, unsuccessful model of people management. The visiting public wants experiences that they can't get from behind a windshield. A pathway provides the ability to reduce vehicle use, get the public engaged in the outdoors, and provides vital safety.

Wildlife adapts as park studies have shown. And the pathway can be placed in an environmentally sensitive way over existing interior roads or on already disturbed land from when the park installed fiber optic cable lines on the corridor. Large numbers of trees do not have to be cut down. That is just a myth of the opponents to a pathway.

The private sector will donate to the GTNP Foundation to pay for the construction and the maintenance. Money should not be used as a reason for not providing this pathway.

The NPS says it wants partnerships - and the GTNP pathways were meant as a national model of pathway and non-vehicular transportation. That means to make the model a success, the gap needs to be closed and the corridor completed. The gap of 7-miles in a 30-mile loop that will exist within the next 2 years is incredibly dangerous to the average cyclist or pedestrian.

Wildlife

Who protects the grizzly bears and other wildlife? We all do. Knowing there has not been a bear fatality on the Moose-Wilson Road, we have to question what the problem really is. It seems to all that the increased pressure on faster park roads, like Highway 89, should be the real concern. Wildlife doesn't know the boundaries of the Moose-Wilson Corridor. We see wolves, bears, elk, moose - all species. They move east across the river and across 89, meaning that shifting more traffic to 390, 89, 22 because GTNP closes the Moose-Wilson Road or gates it, dials up the pressure on faster roads.

Grizzly bears are demonstrating in increased numbers that their recovery is factual. That is great news. It shows that there is no jeopardy from the access on the Moose-Wilson Road to the species. Nor would there be jeopardy to the species from a pathway.

Moreover we question that if the presence of a grizzly bear is the issue, why wouldn't more areas in the park be closed - or the park closed entirely? It appears that the Moose-Wilson Road is being treated differently than other public lands for a reason that isn't completely transparent to the public or supported by the species recovery numbers. The new road alignment will further alleviate any concerns.

One combined entrance station on the northern section

One combined entrance station on the northern section of the Moose-Wilson and Teton Park Road should be designed for simplicity, cost efficiency and better visitor service.

Alternative A

We do not support Alternative A. The Northern section of the road should be relocated in order to help reduce bear-vehicle-visitor conflicts along the hillside and ponds. Also this alternative does nothing to

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

reduce vehicle counts, which should be managed to achieve GTNP goals.

Alternative B

A gate in the middle of the Moose-Wilson Road during July and August is a terrible idea. You will cause more problems than are solved. Back-ups, poor air quality from idling vehicles and long, awkward turnarounds are not solutions. We strongly urge you to reject this alternative entirely.

Alternative C

Closures are blunt instruments to public management, and should be rejected. Instead, reduce traffic counts significantly by smart transit, smart partnerships and smart visitor management. Rather than shut the public out, manage when how and what visitors learn. Make the experience meaningful and a baseline to a new understanding or appreciation about nature. That's what Laurance Rockefeller would have wanted for the corridor he loved, and the public now loves as well.

Thank you for considering these thoughts. We expect as you develop a preferred alternative, you will be in conversations with your nearest neighbors on developing or maturing solutions. We look forward to those conversations as a Preferred Alternative is designed, and certainly before it is released.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2001

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I favor Alternative D. I think it results in the best balance for wildlife, Park experience and transportation.

Topic Question 2:
I don't support Alternatives B and C. Everyone from the west bank will have to drive through town, adding to traffic problems. In addition, the strain on Spring Gulch Rd. would be severe.

Topic Question 3:
No, I think the choices are solid.

Topic Question 4:
We need a separate bike Pathway, no matter what Alternative is selected.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2002

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Jackson, WY 83001
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I support Alternative D

Topic Question 2:
I believe wildlife and the public can coexist.

Topic Question 3:
There should be a new path for walking and bicycles on the Moose Wilson Road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2003

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

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Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

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Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2004

Author Information

Keep Private: No
Name: Leith E. Barker
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe that of the 4 alternatives listed in the Moose-Wilson Corridor Comprehensive Management Plan - Preliminary Alternatives Newsletter the best choice will be Alternative A (No Action). That is the only alternative listed that comes close to meeting the Goal Statements listed in the aforementioned newsletter.

In reality, the ultimate BEST alternative is not listed in the newsletter, but is contained in my comments below.

Topic Question 2:

The paving of the currently unpaved section of the Moose-Wilson road will only increase vehicle traffic and will increase the speeds that vehicles are traveling. That would be counter-productive to ALL of the Goal Statements listed in the newsletter. Increasing parking lots (such as at the LSR preserve in Alternative B, or the new parking for the Death Canyon Trailhead in Alternative C and all the added parking plans in Alternative D) would also lead to increasing vehicle travel in the corridor and would therefore be going against ALL the Goal Statements. This is an area that should be primarily for the wildlife.

I am 100% aainst any pathway in this area. As there are already plenty of pathways in the Jackson Hole as well as Grand Teton National Park, this is NOT an area that a pathway is needed. PERIOD.

Topic Question 3:

See my comments to Question 4 (as well as the repeat of my comments in the comment section down

below)! The Perfect plan should be listed twice, after all!

Topic Question 4:

I honestly think that the BEST alternative for the Moose-Wilson Corridor is to remove and allow for vegetation rehabilitation the entire roadway from the Granite Canyon Trailhead parking lot to the Parking Lot at the Laurance S. Rockefeller Preserve.

The Granite Canyon Trailhead (and Poker Flats area) would continue to be accessed via WY Hwy 390 (and the existing Granite Canyon entrance station). The LSR Preserve (and the Death Canyon Trailhead) would continue to be accessed via Moose Village.

The area in between the Granite Canyon Trailhead and the LSR would be left for nature with NO road OR Pathway and NO wheeled vehicle access.

There should be a paved highway which goes from US Hwy 26/89/191 to WY Hwy 390 via the Gros Ventre Junction area directly across the Snake River (obviously with a new bridge). That would allow for the transportation needs of the valley that are currently using the existing Moose-Wilson road. (Possibly around the Zenith Road area?)

This alternative (let's call it Alternative E) would meet or exceed all of the Goal Statements listed in the Moose-Wilson Corridor Comprehensive Management Plan - Preliminary Alternative Newsletter with the possible exception of the Goal Statement listed under "Scenery" (as this alternative would reduce the wildlife viewing opportunities within the Moose-Wilson Corridor).

There should be NO further pathways in that part of the park. There are plenty of pathways for folks to use elsewhere.

Comments: I honestly think that the BEST alternative for the Moose-Wilson Corridor is to remove and allow for vegetation rehabilitation the entire roadway from the Granite Canyon Trailhead parking lot to the Parking Lot at the Laurance S. Rockefeller Preserve.

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This alternative (let's call it Alternative E) would meet or exceed all of the Goal Statements listed in the Moose-Wilson Corridor Comprehensive Management Plan - Preliminary Alternative Newsletter with the possible exception of the Goal Statement listed under "Scenery" (as this alternative would reduce the wildlife viewing opportunities within the Moose-Wilson Corridor).

There should be NO further pathways in that part of the park. There are plenty of pathways for folks to use elsewhere.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2005

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

We think Moose Wilson Road should be left the way it is and has been for Years!

Nancy & Dick Collister

Comments: Please leave Moose Wilson Road the way it has been for years!

We DO NOT want to see any bike path along the road. It's a National Park.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2006

Author Information

Keep Private: No
Name: Barry Sibson
Organization:
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Jackson, WY 83001
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
None

Topic Question 2:
All of them.

Topic Question 3:
The Moose-Wilson corridor provides a unique opportunity for motorists to experience, in an intimate manner, a portion of the park which differs in many ways from the rest of the park. It is a premier area for viewing wildlife and their natural activities. The preservation of this opportunity and the protection of the wildlife that utilize the area should be the primary focus of any plan.

Topic Question 4:
Features:

Retain Granite Canyon entrance and retain and expand the GC trailhead parking.

Improve the unpaved portion of M-W Road and improve the drainage and gravel surface.

Remove the paved surface of the road from the end of the gravel section to the entrance to the Rockefeller parking area and convert it to a gravel surface.

Improve the parking at the Death Canyon and M-W intersection. Improve Death Canyon Road and improve and expand the DC parking area.

Relocate the roadway and build a new entrance at the north end of the road as shown in Alt. D

Prohibit biking on the corridor. Do NOT install a bike pathway.

Enact an alternating one-way traffic system for motorists. Allow entry at the south entrance from an appropriate starting time until 12:00 noon and at the north entrance from 1:00pm until an appropriate closing time. This system would allow visitors staying on the West Bank to easily access the park in the morning and to return via town on WY22. Presumably, visitors staying in town would normally enter the park at Moose. With the one-way system, they could experience the M-W corridor and Teton Village on the way back. Each of these outcomes would expand visitors' knowledge of the valley and could disperse visitor spending across the entire community.

This one-way system would certainly reduce the traffic at any one time and would create less disturbance to wildlife and make the drive safer for motorists.

GTNP has and is providing substantial facilities for bikers to use the park. GTNP should not be required to provide biking access to every part of the park.

Additionally, in recent years there have been incidents that create questions about the safety of bikers in areas occupied by grizzlies. It has been surmised that the bikers are seen as fleeing prey by the grizzlies which provokes a predator response by the bears.

The business community, and therefore the politicians, would like the M-W corridor to be an essential part of the valley's transportation network and as a factor for increasing business activity and their own profits. As Mary Gibson Scott observed, it is not the NPS's mission to provide transportation solutions for the community. These community wishes would be a driver for the destruction of a unique environmental and visitor experience, which would be in direct conflict with the mission of the NPS.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2007

Author Information

Keep Private: No
Name: Pamela & Peter Mettler
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The unpaved portion of the Moose/Wilson Road should be paved as stated in Alternate B. The dust created by the present dirt road covers vegetation along the roadway which is unsightly and detrimental to the plants, not to mention the wear and tear on cars from the pot-holed road. Also, improvement of the Death Canyon portion of the road as presented in Alternate C is necessary. The current unpaved portions of the road requires regular grading and maintenance which would be unnecessary if the entire road was paved.

Topic Question 2:

The is ABSOLUTELY NO NEED for a bike path along the road. Teton County has an over abundance of bike paths paid for with tax dollars with the paths benefiting a small portion of the population. Construction of a bike path will greatly disturb wildlife, vegetation and natural water features due to its proposed location. Additionally, it is UNSAFE to ride a bicycle through this wooded area with such abundant wildlife. For example, what if a bear suddenly appears before a bicyclist?

Topic Question 3:

Yes, in the event it is decided to close the road on certain days, a provision should be made to allow Teton County residents and business owners, only, to travel through. We live north, near Moran, and travel to Teton Village a minimum of 3 times a week. Without this provision, we would have to drive all the way through town to get to the Village which would add at least 1/2 hour addition drive time each way thereby producing additional, unnecessary gas consumption and car emissions.

Topic Question 4:

We see no need to spend tax dollars on relocating the roadway to the east. There should be limited pull-overs/parking areas so that travelers do not stop in the middle of the road blocking traffic.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2008

Author Information

Keep Private: No
Name: Echo M. Miller
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as the best way to handle the various uses of the Moose-Wilson corridor. A pathway separate from roadway is essential for increasing the safety of non-motorists. In addition, expansion of pathways elsewhere in both GNTP and in Teton County has had the very favorable and noticeable effect of encouraging non-motorized travel. These pathways are used not only by locals, but also by visitors to enjoy the beauty of the Park.

Topic Question 2:

Closing the corridor to certain traffic or to certain people does not seem to be a positive way to try to manage the corridor. Alternative B appears to ignore the very real fact that locals use this corridor, either for their own commuting needs (it cuts off a vast amount of mileage - forcing people to drive around results in a great deal more emissions, etc.) or to share with family and friends who are visiting. Alternative C very oddly seems to propose that people should only walk or bicycle on certain days of the week. What if the cycling day turns out to be rainy? Good luck next week! It also seems that this alternative would promote unnecessary friction between motorists and non-motorists. I think a lot of drivers (maybe most of them) would be livid to find the road open only to cyclists and pedestrians. Cyclists already experience enough road rage directed toward them; the Park does not need to exacerbate these feelings.

Topic Question 3:

I think the Park should investigate ways in which more mass transit could encourage fewer single car trips to the Park. For example, could the Park team with existing local wildlife tours to drive through the corridor on sight-seeing trips, with the finish being at one of the visitor centers or at Jenny Lake for a boat ride/hike. (Jenny Lake has way too many cars trying to use the parking lot; more often than not parking

happens along the highway in the middle of summer.) I know many visitors get directed toward the corridor as one of the more likely and easily accessible places to view wildlife. More turnouts for wildlife viewing also need to be incorporated into the corridor. Without a safe place to park while viewing wildlife, traffic through the corridor becomes that much more congested and dangerous. A separate pathway for cyclists and pedestrians is critical, both for the safety of those who already use the corridor to link the existing pathways and to encourage more people to view the Park outside the confines of their vehicles.

Topic Question 4:

A separate pathway for cyclists and pedestrians is critical, both for the safety of those who already use the corridor to link the existing pathways and to encourage more people to view the Park outside the confines of their vehicles. There is a pathway from Jackson to GTNP, and the pathway from Jackson to Teton Village will soon be complete. It makes all kinds of sense to also link Teton Village to GTNP, for a complete circuit. The current pathways providing safe access to the Park, as well as inside the Park, have encouraged many visitors to either bring their own or to rent bicycles to experience the park in a very different way than a car affords.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2009

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Option D is the most positive.

Topic Question 2:
A, B, C

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2010

Author Information

Keep Private: No
Name: N/A N/A
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Organization Type: I - Unaffiliated Individual
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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See Question 4

Topic Question 4:

I support a modified version of Plan D. Basically, I support maintaining the road as it is with the realignment on the north end and a separated pathway. Two way traffic, narrow, windy, partially unpaved. Managing numbers of vehicles is fine and additional pull off areas to accommodate the overflow traffic into LSR. Perhaps some notification at each end of the road that there is no parking at LSR when it is backed up at that area. Thanks for the opportunity to comment.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2011

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

A separate pathway should be carried forward because it offers a safe option for those who wish to travel the corridor car-free. It also offers opportunities for those less mobile, such as wheelchair users, to experience the park in a safe way that is congruent with the values inherent to the national parks.

Topic Question 2:

Gates and closures would not achieve the desired outcomes.

Topic Question 3:

Public transportation should absolutely be included.

Bike and pedestrian needs should be prioritized.

Topic Question 4:

Please consider Alternative D.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2012

Author Information

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Notes:

Correspondence Text

Last Wednesday's News and Guide printed an article about the complex process for public comment. The author, Mike Koshmrl, did a good job, but only scratched the surface. A fair reading of the NPS process makes it pretty clear they wanted no comments to get through. Perhaps our federal delegation was correct, the Park has already made up its mind.

Let's take a look at the first hurdle to anyone wishing to comment. Yes, it's on this page of the web site, just above, and asks, " Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?"

Hmmmm. Could this possibly be written by a bureaucrat? What strategies, where? What's a preliminary alternative? And what does "carried forward" mean? Not just a bureaucrat, but an environmental bureaucrat- - a NEPA Nerd.

Park spokeswoman Jackie Skaggs recognized the issue, saying, "It wasn't intuitive... some people were stumbling..." No kidin' Jackie. If you really wanted our comments, you should take them in our language, not yours.

Here are some comments:

- I remember when maps did not show a road connecting north of Teton Village. We did not have traffic problems then.

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

- I have watched huge RV's pulling an SUV on a trailer negotiate the road and every vehicle travelling northbound had to pull entirely off the road to allow them through. Enforcement!
- No law enforcement ranger was around for the above infraction. In fact, never saw a law enforcement ranger on the road ever, except in winter when a ranger on snowshoes gave a \$50 ticket to some young skier with a dog off leash.
- The road is damaged more by speed and weight, than by volume. Any enforcement? Nope. O.K. never mind. The Park has never wanted to enforce any rules on the road, and when forced to by LSR, they only went through the motions.
- Enforce a 25 mph speed limit and have plenty of pull outs and the road will be fine.
- Any idiot who thinks it's faster to get to the airport via the dirt road, should not have a driver's license (Jorgenson?).
- What percentage of use is commercial wildlife viewing buses creeping along at 10 mph?
- Sadly, it is alternative E that may be the only viable choice- - we move to Montana.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2013

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Option D with the bike path is my preferred option. Safety and accessibility by other means than automobiles are my reasons.

Topic Question 2:
Anything without a bike path.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2014

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

Correspondence Text

Topic Question 1:
Alternative D. Allows for a complete plan and access gtnp

Topic Question 2:
B and c

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2015

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Notes:

Correspondence Text

Topic Question 1:

Definitely alternative D. It offers the most access while diminishing vehicular impact in an environmentally sensitive and active area. Closing down the corridor doesn't address the lack of safety for cyclists or walkers/runners. It would seem most logical and add a wonder dimension to the area to continue the complete pathway from Jackson to Teton Village and on to Moose. There are already parking incentives (low-emission vehicle parking spaces) at the Rockefeller Preserve. What could be more consistent with that philosophy than encouraging zero emission traffic (by foot and bike)?

Topic Question 2:

Any strategy that fails to address the reduction of gas vehicles AND the safe coexistence (separate) of foot and bike traffic.

Topic Question 3:

Additional bicycle racks at the Rockefeller Preserve in conjunction with alternative D.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2016

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Option 'D'. The road realignment and additional pathway will provide the best balance between the desired goals.

Topic Question 2:

The alternatives that involve closing the road on certain days. Also, the 'do-nothing' alternative 'A' is not an option.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2017

Author Information

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

Correspondence Text

Topic Question 1:

Of the proposed D is the best of the lot. It provides for a bike path, although in the wrong location south of the Rockefeller Preserve, and it addresses the issues around the Beaver Ponds.

Topic Question 2:

Alternative makes no changes to a bad situation that will only get worse. Alternative B has no bike path and paving the gravel section will only attract more vehicles. Alternative C has no bike path and does not address situation(s) around the Beaver Ponds. Not much better than doing nothing (A).

Topic Question 3:

Before discussing any of the alternative plans for the Moose-Wilson corridor, you should be asking is the current road in the right place if we were starting from scratch? I think the answer is definitely no. In its current location the road bisects a great deal of woodland habitat, floods around the beaver pond, is subject to moose jams in the summer and bear closures in the fall, has blind corners south of the Rockefeller Preserve and is dangerous for bikers. In short if you were starting from scratch, it would be in a different place and configured differently.

I would suggest that there is another alternative, call it E, which would be a better solution than any of the four currently proposed alternatives (A-D). Starting from the south, the road would be rerouted through the open meadows downhill and to the east of the current road. These meadows run northeast from where the pavement stops, just south of the Grand Canyon trailhead, past the Rockefeller Preserve. With the exception of a band of trees north of the Rockefeller preserve this is a relatively open corridor. The North end of this new alignment would then pretty much follow alternative D, although significant

savings could probably be realized by joining the Murie Center road, which has already been cut through the trees and graded. I'm assuming that the bike path would follow this same route as the road.

This new alternative (E) would solve once and for all most of the problems associated with the current route. Woodland habitat would no longer be bisected. The area flooded by the beaver ponds and subject to moose jams and bear closures would be avoided. The bike path would follow fairly flat and open terrain. Even if this alternative (E) is not chosen for the road, I strongly recommend it be followed for the bike path.

I'm not sure what is gained by replacing the current Moose entrance station as part of the Moose-Wilson management plan. If it is felt that an entrance station on the north end of the Moose-Wilson Road is a good idea, this could easily be accommodated on the Murie Center road. Obviously manning an additional entrance station adds to the park overhead as will the reservation schemes, proposed to limit traffic.

In summary, I have two recommendations: 1) don't let the current road dictate where the bike path is routed. Run it through the meadows, east of the current road, where it makes the most sense to be placed. 2) reroute the existing road through the meadows, where it should have been placed in the beginning.

Topic Question 4:

See Question 3

Comments: See Question 3

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2018

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support alternative D and believe that there should be safe pedestrian access along the Moose-Wilson corridor.

Topic Question 2:

I do not believe that the road needs to be widened and am concerned that if the entire road is paved, that drivers will drive faster, leading to increased vehicle-wildlife collisions. If the road is paved and maintained to be safer with less potholes, I strongly believe that the speed limit needs to be no higher than 25mph and that there is an accompanying pedestrian/bike pathway. I am also opposed to making the road one-way due to the detrimental economic effects that may incur to Teton Village businesses.

Topic Question 4:

I support a safe pedestrian pathway along the corridor. I am also opposed to limiting the road to one-way traffic and widening it since that may increase vehicle-wildlife collisions.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2019

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

Topic Question 1:
I believe maintaining the current

Comments: I would urge the park to avoid re-routing the Moose-Wilson road so that it would not negatively impact the known archeological sites in the area and it would still be able to stay on the National Historic register. The park maintains both the inner and outer park roads as larger highways and I believe the quaint nature of the current Moose Wilson road should be maintained.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2020

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Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I like alternative D the best because it seems to be the alternative that meets most everyone's concerns and provides safety for wildlife, pathway users, and vehicles. It is also seems to help preserve the beauty of that area of the NP.

Topic Question 2:

Alternatives B & C just don't seem to be the best solution and would add more difficulty to people trying to see this area of the park or commute

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2021

Author Information

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Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

I think there should be a dedicated bike path, preferably separated from the road. My concern about just having a lane along the road is that drivers are very distracted on this road (looking for and at wildlife) and are not focused on staying within their lane.

Topic Question 2:

I think any of the alternatives that do not provide for a designated bike lane will be fraught with problems, hostility, and accidents. This is a beautiful road that should be used, but should be acknowledged to be a multi-use road.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2022**

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
Please make the Moose-Wilson Road a safe route for cyclists!!

Keep it open!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2023

Author Information

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
We need bike paths and non-motorized transportation.

Topic Question 2:
Closing the road creates more traffic elsewhere and therefore makes no sense ecologically. Also, there is plenty of wildlife elsewhere that suffers from too much traffic.

Topic Question 3:
A regular small shuttle from the Village to the Visitors Center could alleviate traffic.

Topic Question 4:
We need to recognize that growth is part of the future. So we can't wish our way back to 1950. The good news is that people like to bike and can become accustomed to shuttles stopping at trailheads. Certainly commercial traffic can be banned.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2024

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Correspondence Text

Topic Question 1:
Please see comments section

Topic Question 2:
Please see comments section.

Topic Question 3:
Please see comments section.

Topic Question 4:
Please see comments section

Comments: The Teton County Commission sincerely thanks all the folks at Grand Teton National Park and the Denver Regional Office for your thoughtful work on the draft alternatives for the Moose-Wilson Corridor Comprehensive Management Plan. You have captured and presented public comment in the context of the unique environmental, wildlife habitat and scenic resources of the road and larger study area. You have defined elements in the alternatives that serve as a menu of ideas, making it easy for the public to comment while providing the Park Service useful information to include in its analysis of the alternatives in your environmental review.

It is a shared goal among each member of this commission and, we believe, the entire community, to support Grand Teton National Park in your need to reduce traffic meaningfully. We understand and want to help GTNP adaptively manage future traffic on your roads within the Park, and partner with you on

real solutions as a community. We believe as a gateway community, our valley is one of the greenest, most supportive partners - be it government, the private sector and the residential community - that the National Park Service will find anywhere. The shared concept throughout each of the alternatives presented should be how to preserve the Moose-Wilson Road in the same slow, narrow, rural character. We do not support a wider, faster, or character change in the road. Instead, our overall request is that the National Park Service reach out to potential partners who will diligently work to help GTNP reduce traffic to meet a data-driven objective, enhance the visitor experience and help wildlife that moves in the Moose-Wilson corridor and throughout the valley.

We also appreciate that you have fully engaged the adaptive management recommendation in all of the action alternatives. Your approach to adaptive management based on factual data regarding both traffic levels and wildlife impacts will provide a management program that meets current issues and can adapt to future issues along the corridor. Adaptive management with defined triggers should help GTNP protect the resource now and in the future without over regulating use.

Generally, the county commission supports the elements in Alternative D, with some minor modification described in this letter, such as partnerships on small-vehicle transit to take more individual vehicles off of the road altogether, non-motorized transportation and the opportunity in these approaches for enhancing visitor stewardship education. What we generally like about Alternative D is it keeps the very slow, narrow, rural nature of the Moose-Wilson Road as it is, while addressing public safety and providing reasonable public access to the area. We have organized our comments around each action alternative and concluded with a short discussion of our recommended preferred alternative.

Alternative B

Traffic Management: The adaptive management concept of stopping traffic part way along the Moose-Wilson road seems worth analysis, although we are not clear how it will limit overall traffic, how it would be managed, and how GTNP would communicate to the public when the closure would be implemented. We also are concerned that it could cause increased idling, traffic backups and confusing bumper-to-bumper scenarios that could be bad for the air, harmful to wildlife, increase National Park Service costs of management and cause negative experiences for the visitor. The alternative assumes that much of the traffic on the Moose-Wilson Road is traveling through the corridor, rather than using the road for a park experience. In contrast, the traffic data presented to the community suggests that most of the traffic on the Moose-Wilson Road is park-related and that driving through the park is part of their experience. A gate mid-way could have the unintended consequence of adding more traffic, particularly on the northern portion of the road, with out-and-back traffic that would otherwise pass through the road one-way.

The commission supports all measures to realign the north end of the road, both around the beaver ponds and the connection to Teton Park Road west of the existing entrance station. The realignment, part of the 2007 FEIS ROD, was shown to be beneficial to wildlife and a measure we want to actively support. GTNP has long held this good idea, and we want to support the Park in its efforts to help wildlife, particularly bears and beavers that are constrained near the hillside by the existing road.

One advantage of the Alternative B adaptive management plan is the utilization of one entrance station on the north end of the road. The commission suggests that GTNP explore ways to use a single entrance station in all adaptive management alternatives. We expect that a single entrance station on the northern section at Moose for both the Teton Park Road and the Moose-Wilson Road would be efficient, less costly, less impactful during construction, and less confusing than two entrance points.

Commercial Activity: Commercial uses in this alternative include "shuttle services". This language

suggests private shuttles to the airport, lodging within the park, and other private transit solutions. It is unclear from this language if public transit is included in this concept. In order to distinguish public transportation from private shuttles, we suggest that NPS reserve the potential for public transportation (Transit) as a separate category in all Adaptive Management measures, rather than in the "Commercial Activity" category. Public transportation, either in partnership with another entity such as Teton County, Teton Village, Grand Teton National Park Foundation, or provided by the park, should be one of the adaptive tools NPS could use in the future to reduce congestion along Moose-Wilson Road and throughout the park. The commission expects that public transportation will help the park effectively measure the reduction of traffic volumes on the Moose-Wilson Road. Furthermore that public transportation is an opportunity for park-led education and environmental interpretation that can have lasting positive effects with deeper understanding of the corridor itself.

Death Canyon: National Park Service might consider combined trail access to Death Canyon and the White Grass cabins under this alternative with reclamation of the White Grass Road.

Winter Use: Please consider removal of the limited plowing measure. Winter access to Death Canyon provides historic and important recreational access to numerous mountains for backcountry skiing, including Albright, Buck, Mavericks and many other backcountry destinations. Eliminating the plowing would prioritize cross county skiing along the road over backcountry skiing and walking, where the current level of service supports both.

Education & Interpretation: All alternatives should include low-impact interpretive media. If there is a reason to included higher levels of interpretive media in the environmental review, the commission suggests that this measure from Alternative B should be included in a preferred alternative.

Alternative C

Traffic Management: The adaptive management strategy in Alternative C is creative. While the closure of the road to motor vehicles would create a much safer and quiet experience for cyclists and pedestrians, it would have other consequences that the commission does not support, such as limiting hiker and climber access to the back county during those days. And it does not address the safety issues for cyclists and pedestrians during days when all visitors would share the road. Furthermore, as a commission, we continue to support adaptive management strategies other than closure to limit overall use within the road corridor. We would like to see the National Park Service develop other active management measures to address traffic reduction while still enabling public access and safety. We encourage consistency with the Enabling Act for GTNP and subsequent publicly recorded easements on the Moose-Wilson Road to preserve historic public access as an important park value.

As stated in the discussion above, NPS should reserve the potential for public transportation as tool to help mitigate congestion.

MWR Realignment : As proposed in Alternative C., the road would not be realigned or paved. This is already analyzed in the Alternative A - the "no action" alternative. The commission suggests that NPS consider a more minimal realignment around the beaver ponds than considered in Alternative B and Alternative D. in order to expand the analysis of realignment options. We support the National Park Service's efforts to protect wildlife that are core to the realignment effort.

Also, Alternative C. does not consider paving the southern section of the road. But it prioritizes non motorized uses. NPS might consider creating partial pavement to support safer cycling and vehicle use, and reduce the overall chemical treatments on the road as currently practiced.

Death Canyon: In this alternative, the National Park Service might consider abandoning the White Grass access road and combining access to Death Canyon and the White Grass cabins along the southern road. The commission prefers the proposal to combine the access roads as described in Alternative D., but

suggests analyzing an alternative alignment in Alternative C.

Alternative D

Concept: The concept as it is currently written suggests an expansion of use and higher level of development throughout the corridor. In contrast, the commission suggests that the overall concept defined in Alternative D should be about balancing preservation of park resources with visitor experience by minimizing traffic and visitor impacts on wildlife resources along the road corridor and emphasizing visitor experiences outside of vehicles. The commission sees this concept as reducing noise, traffic and congestion and enhancing outdoor experiences. The overall level of development and expansion of turnouts and parking should be as small as possible to achieve these goals and should focus on self-discovery versus active programs and expanded interpretational sites. We believe one of the values the public wants is the feeling of less, while still having access to the public area. Similar to the spirit of the LSR, where signs are few and self-exploration is core, we hope that same approach of discovery is the overall ethic for signage, direction and directives of 'less is more' in this concept. We think the transit offers prime visitor education opportunities for this environmental approach to visitors.

Adaptive Management: The commission supports adaptive management of the pathway and road alternative so as to minimize adverse effects on wildlife and cultural resources from existing or future motorized traffic levels. Meaningfully reducing motorized traffic can be aided by non-motorized alternatives for the public. The pathway should include its own adaptive management such as time-of-day and seasonal use restrictions when wildlife use of the corridor could be impacted by these uses.

Bicycle Use: The commission supports the analysis of a pathway along the road. In the previous ROD, GTNP approved a separated pathway within the road corridor along the southern section from Granite Canyon trailhead to LSR. The environmental and wildlife effects of this were considered minimal at that time. The commission supported consideration of bicycle and pedestrian amenities from LSR to Moose to complete the pathway and make for safer conditions.

The pathway in Alternative D. should be studied in the context of the historical approvals and GTNP should consider tools and measures to mitigate environmental effects of construction and use. For construction, mitigation measures could include reclamation of damaged areas in the road corridor or park, planting of native shrubs, grasses and trees. Once constructed, the park should consider adaptive management measures such as time-of-day and seasonal use restriction to ensure minimal additional disturbance of wildlife.

The commission generally supports keeping the pathway close to the road. However, in order for the National Park Service to minimize resource impacts associated with site-specific features and resources, this language should allow park managers to design a pathway outside of the 50' limit if doing so would reduce resource damage during construction or if keeping it close to the existing road would have long-term adverse impacts on visual resources. In addition, the National Park Service should evaluate whether placing the pathway on already disturbed fiber optic line would be advantageous, as the construction of the pathway over the line may result in fewer trees being cut and less ground disturbance. We encourage the NPS to study the reality that the public will be using the corridor to connect with the celebrated GTNP pathways within the Park and connected to the valley, and that a pathway gap along the Moose-Wilson Road creates real safety issues. Two deaths in GTNP galvanized the approvals for the Jenny Lake to Moose and Highway 89 pathway sections within the park. Planning ahead and studying safety issues are important for this EIS.

Non-taxpayer funds and private-public partnerships: We encourage the NPS to plan that the additional tools to reduce traffic levels - transit, a multi-modal pathway and possibly maintenance of the entire pathway system in the park - be paid for with private dollars. Just as has been done at Jenny Lake for the

\$16 million in improvements, all privately raised, we too hope you will plan for private dollars so as not to burden the NPS and GTNP budgets. This is a new era of partnerships, and we will do all we can as a community to support your needs.

Commission's Recommended Preferred Alternative

The commission recommends the National Park Service adopt Alternative D with the following modifications as the preferred alternative:

Concept: Minimize overall traffic, noise and congestion of the corridor and emphasize outdoor experiences.

Adaptive Management: Include measures to manage pedestrian, bicycle and cars in a manner that minimizes impacts to wildlife at times of day and during certain seasons.

Traffic Management: Add public transportation to the adaptive strategy as a possible tool for managing and mitigation congestion.

Commercial Activity: Limit or disallow shuttle services that are not park-specific and other commercial traffic, including taxis.

Education & Interpretation: The commission supports the self-discovery, low-impact approach to interpretive resources as described in Alternative B.

Non-taxpayer funds and private-public partnerships: As done in the Jenny Lake Environmental Assessment, plan for private dollars to pay for identified transit partnerships or a pathway and maintenance.

In closing, the National Park Service should be commended for your work on this document.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2025

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Correspondence Information

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Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
See comments below:

Topic Question 2:
See comments below:

Topic Question 3:
See comments below:

Topic Question 4:
Keep the comment period open until the end of the summer season.

Comments: The recent closures demonstrate how important the Moose-Wilson Road is as a thoroughfare to vehicle traffic between the West Bank and Moose, Wy. These closures resulted in increased traffic through the town of Jackson; delays, and in some cases, abandoned trips to Grand Teton Park, Yellowstone Park and other destinations north of Teton Village.

The current road does not need to be improved with additional paved sections. But, it does need to be open to vehicle traffic, in both direction, on a full time basis during the spring, summer and fall seasons.

The current configuration of the road and any proposed realignment ideas are not conducive to bicycle or pedestrian use. Bicycle and pedestrian activities should be accomplished in a way that is separate from the current roadway. If space or other issues do not permit a separate path, then those other uses should

be set aside until such time as they can be accomplished in a safe manner and consistent with proper wildlife management.

Regarding safety and comingling of people and wildlife, the park system already has standards and regulations on this subject. The recent closing of the Moose-Wilson Road simply demonstrates the lack of enforcement of rules already in place regarding safe viewing distances, approaching wildlife and parking on the park's roadways. Earlier during 2014 no-stop zones were enforced in the Willow Flats area when grizzly bear road crossings became frequent. Was this not an option on Moose-Wilson when the bear traffic recently increased?

Regarding the four options recently presented by the park, it would seem that Option B makes the most sense. The idea of moving the MW Road to join the inner park road after the Moose entrance station is a good idea. This feature would reduce congestion at the Moose entrance station. Those that entered the park via the Granite Station would not have to enter again at Moose. It would also alleviate the problem of over-sized vehicles entering the Moose-Wilson Road.

A feature of Option B limits through traffic during certain times. This is not a good idea. Again, the road should be open to vehicles in both directions during all hours of operation.

As noted during the park's recent presentation, the traffic on the Moose-Wilson Road has increased over the years and is expected to increase even more in the years to come. Placing restriction on the Moose-Wilson Road is not the solution. Rather, another road should be built from the Teton Village area to the Jackson Hole Airport. An idea that is not new to the valley. If such a road had been constructed years ago when it was contemplated, the current issues with the Moose-Wilson would likely have been avoided.

Thank you for the opportunity to comment on the Moose-Wilson Road.

Tom Knauss
Jackson Hole resident since 1973

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2026

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

A separate pathway, keep cars and bikes/pedestrians separate.
Keep the road open always or same as it has been.

Topic Question 2:

Do not close the road to cars, defeats the purpose and isn't taking workers,etc into consideration.
Closing in winter also will make backcountry access very hard.

Topic Question 3:

Put a park entrance at the start of the moose-Wilson road.
Move the park entrance at Moose east if the Moose-village road- - so that you don't have to enter twice.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2027

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe. Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's

entrance in Moose. 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 and a pathway.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2028

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Combination of Alternative B & D with additionsSee Comments

Topic Question 2:
Alternative A

Topic Question 3:
See comments below

Comments: Preliminary Alternatives Newsletter-Comments

We live in Moose and have frequently used Moose-Wilson Road in the past. I/we have used Moose-Wilson Road (MWR) for access to Death Canyon trailhead, the LSR, and to get to Teton Village and Wilson. After thinking about our use of MWR, I have changed my behavior, only using the road for specific destinations within the corridor (Death Canyon and the LSR). I have chosen to no longer use MWR as a means to get from Moose to Teton Village, removing myself from the vehicle congestion and the impact on wildlife in the corridor. Instead, I go thru town of use Spring Gulch Road. And I have found that the transit time is within 5 minutes independent of route taken, so it is not a significant inconvenience.

If the wellbeing of wildlife is important to us, then our behavior should reflect that attitude. I accept and believe that the MWR is a wildlife rich environment. If that is true, then eliminating pass-thru trips that do

not involve wildlife watching would make sense. The point is that if every local eliminated non-destination trips thru the corridor, we could significantly reduce the impact on the road, congestion, and wildlife.

The recently released Moose-Wilson Corridor Use Levels, Types, Patterns and Impacts in Grand Teton National Park is based on real data collected during the summer and fall of 2013.

According to the report, an average of 2000 vehicle trips per day were recorded for the MWR, with approximately 200 trips per day to the LSR and 200 trips per day to Death Canyon road. Assuming all LSR and Death Canyon trips were destination trips, a stop at any other location would be unlikely. Forty percent of vehicles on MWR (except for LSR and DCR), or 640 vehicles stop at Sawmill Ponds to look at/for wildlife. That means that ~1000 vehicle trips per day are either looking for wildlife but not stopping, or are simple pass-thru trips. For those of us like me who were not looking for wildlife as we drove on MWR, we were miss-using it. Certainly some portion of 1000 trips per day are pass-thru, they are done by us, and we could eliminate them.

The report also tracks bicycle trips on MWR. 90 bicycle trips were made in July on MWR, or an average of 3 per day. 84% of those were no-stop trips, so were unlikely to be for the purpose of wildlife viewing. For August there were 216 bicycle trips, or an average of 7 trips per day. 79% of those were no-stop trips. In September there were 85 bicycle trips, or less than 3 per day on average. The obvious question is, does this level of use justify the destruction of wildlife habitat to create a separate bike path in the MWR corridor?

Moose-Wilson Road should not be a transportation or exercise corridor. None of that is consistent with my understanding of a National Parks reason for existing.

No Alternative is suitable as presented. Specific suggestions are:

- One entrance station at Moose with realigned MWR to intersection with Chapel road per Alt B.
- Realign northern section MWR east of beaver ponds per Alt B.
- Death Canyon parking/access per Alt D. Hiking to Phelps Lake overlook is the only one (other than LSR) that can be made by elderly people without going up significant grades.
- Death Canyon Road winter access as current. This is the only approach to major backcountry skiing areas.
- LSR access/restriction per Alt B.
- Pave dirt section of MWR per Alt B.
- No bike path! See above comments re use.

Bill Givens
Moose, WY

Sljglkem
SpecfEVELS, TYPES,
PATTERNS AND IMPACTS IN GRAND TETON
NATIONAL PARKMOOSE-WILSON CORRIDOR USE LEVELS, TYPES,
PATTERNS AND IMPACTS IN GRAND TETON

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

NATIONAL PARK

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2029

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

I support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Topic Question 2:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

Topic Question 4:

After completion of the Moose-Wilson project the Park should continue to expand the bicycle pathway from Jenny Lake towards Yellowstone National Parks south gate.

Comments: The pathway system in Grand Teton National Park is one of the biggest achievements of the park's management in its history. I think that the Park should continue to expand this system and complete it.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2030**

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Correspondence Text

Topic Question 1:
I support alternative D for the safety of bikers and walkers and also to encourage less vehicle traffic on the road.

Topic Question 2:
Alternative A does not achieve the purpose at all by maintaining the status quo.

Topic Question 3:
not that I can think of.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2031**

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I support either D or A.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2032

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Option D is the best choice option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

As a Teton County resident, it seems the traffic and number of cars in Jackson is increasing. My assessment is based on my own observations(perhaps there is some objective measure to verify my observation?) however, as a community it is important to provide options to cars. Additionally, from a health benefit perspective, it makes sense to inspire and encourage people to get more physical activity. Pathways are a great way to make exercise accessible and safe to all and encourage additional activity.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

Bike and walking options are a benefit to the community and to society. However, additional public transportation is a need as well to reduce the number of cars. This summer I have personally witnessed a

car/motorcycle accident that resulted in a death. My personal assessment of the situation was that speed (not necessarily the speed of the person who died) and too many cars on a road with no shoulder were factors in the fatality.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future. This is an important long term solution to the traffic in our community. It appears that our limited roads are unable to handle the amount of traffic that comes through Jackson. Spend some time on the village road during ski season and it becomes clear that we need even more public transportation and creative ways to encourage people to use the bus. Some people are resistant and will continue to drive, however, if the public transportation is accessible, inexpensive and readily available people will ride the bus. Plus, it's too heartbreaking to read about the death of yet another moose on the village road. Less cars is really important for our ecosystem.

Topic Question 4:

The pathways in and around Jackson are an amazing benefit that I appreciate greatly. Prior to the pathways, I would not ride my bike to the park due to amount of cars, distracted drivers, and lack of a shoulder on the road. Now I use the pathways daily and feel they make sense in our community.

Please consider option D as the best choice for our community and visitors. It makes sense.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2033

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Correspondence Text

Topic Question 1:

there is clearly a need to accommodate bikers. It is only a matter of time before there is a tragedy on the road involving a biker. A path next to the road makes the most practical sense and the animals have not objected to the car traffic so a few more wheels should not make a difference. Bikers take the risk of encountering animals along the way - it is nothing new.

Topic Question 2:

Another expensive study will not solve anything. Make a decision.
The increased grisly activity is just an excuse to postpone doing anything.

Closing the road is a poor idea. Many of us depend on it for summer access to the parks. Town traffic is already a disaster; let's not add to it.

Moving the entire road closed to the river would disrupt animals beyond imagination...they know the road is there and they are used to it. I don't think there are that many animal deaths from collision....traffic goes by necessity quite slowly.

Topic Question 3:

What we really need is a new Snake River bridge that does not allow truck access. Any part you can play in that would be a big help to traffic on Moose Wilson Road. The argument that it would kill the town of Jackson does not hold up. Have you counted the tourists there lately? The town is a destination, those of us passing through look for alternative routes: Spring Creek Gulch and back roads through town. Not helpful on any front.

Comments: The drive through Moose Wilson is a landmark treat for many folks. Let's not corrupt the spirit of the Rockefeller contribution to all of us.

Also, a toll on the road is not fair to locals; it would be a regressive tax unless there is a season pass option for locals.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2034

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Notes:

Correspondence Text

Topic Question 1:
Minimal changes to the existing road; change road only to enhance safety.

Topic Question 2:
I think all the options [A - D] are too complicated.

Topic Question 3:
I would simply make the road one way from Moose going south toward Teton Village. With only one lane of automobile traffic, there should be room for a bike path on the existing pavement or with minimal widening of the road in places. This would be similar to the road between String Lake and Jenny Lake, which seems to serve everyone well and seems to be generally accepted. Cyclists would have a "full circle" route from town although it would be only counterclockwise.

Comments: Cyclists should be required to obtain FEE permits - or if not already required, to pay the same fees for park entry as automobiles. Funds from these fees should be used for any improvements necessary to accommodate cyclists. In parts of the park [I know this isn't a Moose Wilson road issue] cyclists who are on the main highway when a bike path is open next to the highway should be cited and fined.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2035

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Mild Road Safety Improvements are OK, but nothing that might increase speeds.

Topic Question 2:

No Bicycle Path. As the area is being used more by wildlife and particularly grizzly bears, a new path separate from the road would lead to bear mortality due to human conflicts. The area should be primarily kept as pristine as possible for animal use and survival.

Topic Question 3:

Some preplanned road closures may be necessary with some days closed to road traffic or limited to visiting the Rockefeller preserve or the road that takes one to the trailhead for Phelps Lake Overlook

Topic Question 4:

Please keep the country road feel. This should not be a highway similar to the road from North Jenny Lake Junction to String and Jenny Lakes. Keep it very twisty and keep the hills that are there now.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2036

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

A slower speed limit with better parking and pullouts are good strategies. The public can be trained to drive slower even on straight stretches as proven by the Gros Ventre River area of Hwy 26/89/191. Safety of visitors, locals, and wildlife is an important part of this plan. I believe keeping part of the road unpaved also aids in slowing folks down.

I think keeping the current alignment near the wetlands is appropriate. There are a good number of visitors to the park that are not capable of walking (this nation is aging) it is nice to have a place where these folks can go and see wildlife fairly closely.

I think efforts to enhance winter use of the area with ski trail grooming on the unplowed road and better parking are both desirable and appropriate to the park service mission. This is the type of use we need to foster in this beautiful area.

Bikes can continue to use the rugged road and with slower speed limits and more enforcement it should be manageable. The idea of early and late periods for bike/pedestrian only use is good.

Topic Question 2:

I believe that any plan that includes realigning the northern portion of the Moose Wilson road through the rich archaeological site near the sawmill ponds is a violation of the public trust. That site despite once hosting a previous road alignment is one of the largest and most intact archaeological sites in the park and disturbing it for a road does not meet the park service mission of leaving resources unimpaired for future

generations.

Northern end road realignment also would not solve any wildlife use conflicts in the case of bears since the berry patches along the proposed stretch are as rich as those on the hillside and it is already the normal use pattern for bears to move between the river and the hillside.

All discussion of paving the unpaved section and adding an adjacent pathway should be dropped. This is delicate habitat and we do not need to introduce any more asphalt in the area. It is not the place to build a bigger corridor for any type of travel. The idea that a pathway would serve more than a small segment of the local public is highly unlikely. This park is set aside for all american citizens not just those living next to the park. There does not need to be a bike speedway developed so folks can make a great loop after work. The character of the area will not retain the slower paced observing nature focus if a pathway is added. Exercise bikers on an improved pathway would run into wildlife crossing the pathway as well as running slower (walkers/sightseers) off the pathway.

In the interest of reducing congestion, I think that road-based commercial activities should not be banned. Commercial activities taking folks away from the roadway using developed parking areas is fine.

Topic Question 3:

I think further discussion should be made about providing a shuttle service along the road during peak season- either to reduce traffic during peak season or with a closure to vehicular traffic.

Topic Question 4:

I know some have suggested making the road one-way. While this might help in some aspects in general I think it would encourage speeding since there would be no threat of meeting oncoming traffic. I have spent some years commuting along this road and know that that threat is all that keeps some folks from speeding worse than they do already.

I know that the choices for the Moose Wilson road are difficult and that is why we have seen plan after plan started and scrapped. I think that alone makes clear that the best alternative is to increase the physical presence of park rangers on the road (not in gatehouses) and enforce regulations. The cost of repeated planning is huge and instead of talking it to death we could see meaningful changes in managing the use as it stands.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2037**

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 3:
I believe the Moose-Wilson road should be closed entirely to private vehicles. A regularly timed GTNP shuttle could easily transport visitors from either end of the road to the various trailheads. The road could then safely be open to pedestrians and cyclists with no need for habitat disturbance.

Topic Question 4:
I appreciate the Park taking so much time and care into this plan.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2038

Author Information

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

Correspondence Text

Topic Question 1:
None are totally acceptable. Comments attached

Topic Question 2:
Alternative D is not acceptable

Topic Question 3:
Yes, see attached comments

Topic Question 4:
Just a "thank you" for providing these preliminary alternatives, an unprecedented opportunity to engage further in the planning process. Much appreciated.

Comments: /Users/franzcamenzind/Desktop/M-WC-PRE-ALT.docx

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2039**

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

Correspondence Text

Topic Question 1:
I think Alternative D is the best for visitors and wildlife together. This is the preferred strategy to balance the needs of both constituents.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2040

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:

1 re-align the north end of Moose Wilson Rd so it is behind existing entrance gate

Topic Question 2:

Multi-use pathway is just asking for trouble with wildlife

Topic Question 3:

More pull outs and parking. Use curbs to prevent encroachment on vegetation

Comments: I favor alternative A as no other alternative provides the combination of satisfactory elements that I would prefer. I would advocate the following:

1. Lower the speed limit to 20 mph and ENFORCE IT.
2. Increase the number of turnouts and provide curbing so that they do not continually encroach on vegetation.
3. Do NOT create a multi-use pathway. There are plenty of paths in the valley and the nature values and wildlife along this stretch are not conducive to adding a multi-use pathway. Increased use as a result of including a pathway will lead to wildlife conflict or will annoy wildlife away from the road.
4. Ban commercial vehicles and taxis other than licensed tour operators.
5. Realign north end of road so it is behind entrance gate. It is silly and costly to add an additional entrance gate as proposed in one of the alternatives. This would also remove the dangerous blind spot on the northern most hill.
6. Dedicate one LE ranger to enforcing traffic and other regulations along the road.

7. Do NOT pave the gravel portion. The LSR agreement stipulates a "rural character".
8. Allow horseback riding on existing traditional trails..
9. Do not use a one-way strategy, ever
10. Do not use a reservation system ever
11. Consider running a bus tram line, would necessitate n and s parking areas.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2041**

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
The most utilitarian choice that benefits all people, all citizens of the USA & not just the town is choice A.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2042

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe that a realignment of the Moose-Wilson Road away from the sensitive wetland area, as proposed, would most benefit wildlife, and should be the primary consideration.

Topic Question 2:

Development of a multi-use pathway should NOT be carried out. Such a pathway would be very disruptive to wildlife. However, I also believe that not allowing through-way traffic would be a poor decision; at least, not until there is a north bridge and alternate route to Teton Village from Moose and other northern portions of GTNP. I do not support forcing motorists to drive through the town of Jackson in order to reach Wilson and Teton Village.

Topic Question 3:

A north bridge and alternate through route to Teton Village as mentioned under Question 2 is very much overdue and should be supported. This will permit through traffic and will greatly relieve the pressure on the Moose-Wilson Road.

Topic Question 4:

Please keep the interests of our wildlife foremost in this planning process. Do NOT permit construction of another "pathway". We have enough of those! But we do need to get from one end of the valley to the other without having to take a circuitous route through Jackson or Spring Gulch.

Comments:

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

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2043**

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Correspondence Text

Topic Question 1:
I like the Alternative D with access for limited vehicle traffic and a path for bicycles.

Topic Question 2:
Don't like the idea that people on the west bank of the snake river will have to drive so many more miles to get into the GTNP. Really bad for carbon emissions.

Topic Question 4:
Keeping the road closed to large RV's and leaving part of the road unpaved. This makes it a little safer. But I believe a bike path should be included in any discussion.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2044

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Correspondence Text

Topic Question 1:
Please see comment section.

Topic Question 2:
Please see comment section.

Topic Question 3:
Please see comment section.

Topic Question 4:
Please see comment section.

Comments: Moose Wilson Corridor Comments

I would like to preface my remarks envisioning the future of the Moose-Wilson Corridor with a description of my personal experience working and recreating within the corridor. I have worked at the Laurance S. Rockefeller Preserve since the opening and dedication of the Preserve in June of 2008. In addition, I worked four seasons as an interpretive ranger at Moose and Jenny Lake Visitor Centers. Prior to those experiences, I vacationed with my family in Grand Teton National Park every summer from 1995 to present. I have frequently watched wildlife along the road, ridden bicycles with my family from Moose to Teton Village, used the road to commute to work by car and bicycle and travelled it as a short cut to Teton Village and Wilson. I have seen the many faces of the corridor. Therefore I am well qualified to venture into this dialogue.

There is a varied spectrum of opinions about how we should manage this precious resource. Many competing perspectives are being raised. I have engaged in several convincing discussions resulting in modification of my ultimate selection of important points. At the heart of my analysis is the underlying premise that the National Park Service must embrace this opportunity to find common ground in the decision making process without compromising its stated mission to conserve and protect. Every action taken must first and foremost honor that mission.

Other worthwhile considerations must take second place. It is not the responsibility of the park to compromise this protection to help solve transportation issues arising from growth in Teton County and at Teton Village. Some would argue that there was no problem until the LSR Preserve was opened in 2008. Of course the Preserve has added traffic to the corridor, yet the data will show that the traffic increase is far greater than the number of cars arriving in the Preserve parking lot. The growth in Teton County, the west bank of the Snake River, Teton Village and Wilson in the last ten years is noteworthy.

The Moose-Wilson Corridor is entirely within the boundary of Grand Teton National Park. The north end of the corridor should be within the park entrance station, just as the south end is. Much like Yosemite, Zion and Arches National Parks, the corridor represents a park visitor destination and activity. At the same time, the wildlife within the corridor and its habitat are a primary consideration. Each park "provides for the public enjoyment" while "protecting the resource" by managing access. Realignment of the roadway, outside the prime wildlife habitat is crucial for many reasons. Climate change, public safety, cost of road maintenance are examples.

Public enjoyment of the corridor could be enhanced by improved parking at the Sawmill Ponds Overlook and addition of two other park and view lots, as is outlined in Alternative D. A family friendly pedestrian/bicycle pathway could be included beside the road to the Death Canyon junction or possibly to the Preserve.

If through traffic is shown to be significant and problematic, despite the seasonal availability of the through access, several other measures would be effective. First, whether or not the southern 1.5 miles is paved, the presence of taxis and excessive numbers of CUA holders with large wildlife viewing vans should be drastically limited. Speed control devices and other methods of speed reduction should be employed.

Neither bicycles nor horses need to have access to all places. At most there could be a pathway to the Death Canyon Junction or the Preserve to encourage people to leave cars behind. The public generally accepts and appreciates the separation of some uses. Both horses and mountain bikes significantly impact hiking trails. Visitors frequently comment to me that they very much appreciate the comfort of the trails at the Preserve, which are restricted to foot traffic and the numbers are controlled by the small parking lot. There are many good biking paths that are separate from the roadway within the park and the valley. There are short and long loops. The distance from Moose to Teton Village is too long for most family outings, and road bikes could share the road, especially if speed humps were installed and the speed limit lowered. Again, more bike paths are redundant and not necessary at the expense of prime wildlife habitat. (Data is emerging concerning the current pathway effects on wildlife.)

Improving and maintaining the Death Canyon road and parking lot as in Alt. C or D would encourage use of this relatively user-friendly trail to the Phelps Lake Overlook. This is a favorite for families and those who cannot take longer hikes because it is short, lacks significant elevation gain and has beautiful views.

Finally, as more equestrian users wish to enjoy the trails, there need to be adequate places to park horse trailers at the access points to the corridor. Poker Flats is a great spot, just too small. Both Taggart Lake and Death Canyon need improved trailer parking for equestrian use.

During a recent wildlife closure from the Murie Ranch road to Death Canyon, the LSR Preserve maintained a relatively normal level of visitation. The parking filled, and a waiting line was present as would be expected during exceptionally nice fall weather. The LSR Preserve is a destination for most visitors who have heard about it. The important piece for people planning to come there is that it be consistent, rather than subject to periodic closures. By moving the north section of road as described in Alt. B, the closures from the north would be eliminated. The road could be gated beyond the Preserve driveway and used for administrative access only. By gating it there, all other venues and private accesses would be available. Granite Canyon would be reached from the south, and the road gated at the trailhead. This potential option would protect the integrity of the wildlife corridor and allow access for public enjoyment of the LSR Preserve, Death Canyon and wildlife viewing opportunities consistent with the NPS mission. This is preferable in many respects to access to the LSR Preserve from the south. South access only makes administrative access and especially employee access more difficult. However, the existing roadway does act as a positive in this consideration.

No matter which combination of alternatives is chosen, the words of Robert Keiter in his recent book "To Conserve Unimpaired" resonate loudly. "The new image of the National Park Service calls for restraint on the periphery, a greater sensitivity to how development activities affect wildlife and other park resources, and recognition of just how far afield some of these threats are."

As the current stewards of these lands, we must be ever so careful, ever so diligent and ever so passionate in our protection.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2045

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Correspondence Text

Topic Question 1:
Alternative D.

Comments: I am in favor of Alternative D's following key elements:

1. Realign two segments of the northern portion of Moose-Wilson Road to address congestion associated with the presence of wildlife, wildlife habitat connectivity, and operational issues.
2. Construct a multiuse pathway parallel to Moose-Wilson Road between Moose and the Granite Canyon Entrance. The pathway would be generally within 50 feet of the existing or realigned segments of the road.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2046

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Correspondence Text

Topic Question 1:

Strategies that will best achieve the purpose and need for this plan include:

1. Reduced speed limits (as in Alt. B): to protect wildlife, natural soundscapes, and visitor experience
2. Realign two northern road segments (as in Alt. B): to protect wildlife, wildlife habitat, ecological communities, and visitor experience; and to provide wildlife viewing from a safe and non-disturbing distance
3. Retain the south end as unpaved (as in Alt. A, C, & D): to protect wildlife, scenic values, and visitor experience
4. Control traffic volume by prohibiting through traffic (as in Alt. B) but make it permanent at all times the road is open to motorized vehicles: to protect wildlife, ecological communities, scenic values, visitor experience. This can be accomplished by allowing two-way vehicle travel to LSR Preserve but no through traffic, or by closing the road between Granite Canyon Trailhead and the LSR Preserve.
5. Maintain existing turnouts, with no increase in paving, except as needed along the northern realignments, to provide wildlife viewing opportunities while minimizing impacts to wildlife habitat and scenic values
6. Allow bicycles to use existing roads (sharing the road with motorized vehicles, as in Alt. A & B), allow bicycles through access (as in Alt. B), do not allow bicycles on trails (as in Alt. A): to protect wildlife, wildlife habitat, and ecological values.
7. Prohibit commercial vehicles including taxis at all times, except for park-permitted commercial tours: to control traffic volume and protect wildlife, scenic values, and visitor experience
8. Relocate the Death Canyon trailhead (as in Alt. B): to protect wildlife habitat, reduce habitat fragmentation, protect soundscapes and visitor experience
9. Designate White Grass Ranger Station as a backcountry cabin with no vehicular access (as in Alt. B): to

protect wildlife habitat, reduce habitat fragmentation, protect soundscapes and visitor experience
10. Maintain current traditional non-motorized access in winter on unplowed road section, without mechanical grooming: to maintain winter solitude, protect winter wildlife habitat and wintering wildlife, and protect soundscapes and winter visitor experience

Topic Question 2:

Strategies that will now achieve the purpose and need for this plan include:

1. No traffic management (as in Alt. A): unsustainable growth of motorized vehicle traffic and unacceptable impacts to natural resources and visitor experience
2. Paving the unpaved section (as in Alt. B): unacceptable additional impacts to wildlife, wildlife habitat fragmentation and habitat loss, diminished visitor experience
3. Intermittent daily closures to vehicles (as in Alt. C): too complex and unmanageable, frustrating to visitors
4. Managing traffic volume by reservation (as in Alt. D): too complex and unmanageable, susceptible to manipulation and abuse by commercial or other special interests
5. Allowing through traffic (as in all alternatives except adaptive strategy Alt. B): unsustainable growth of motorized vehicle traffic and unacceptable impacts to natural resources and visitor experience
6. Improving Death Canyon Road and adding a new parking lot, or realigning the Death Canyon Road with the White Grass Road (as in Alt. C & D): unacceptable additional impacts to wildlife, wildlife habitat fragmentation and habitat loss
7. Adding new turnouts (as in Alt. D) except along realigned northern sections: unacceptable additional impacts to wildlife, wildlife habitat fragmentation and habitat loss, not needed if traffic volume is brought under control
8. Constructing a multiuse pathway (as in Alt. D): unacceptable impacts to natural resources and values, including wildlife and wildlife habitat; diminished wildlife viewing opportunities
9. Expanding interpretive displays (as in Alt. D): unacceptable and unneeded clutter and distraction from actual scenic values
10. Initiating winter grooming of unplowed road section (as in Alt. D): diminishment of winter solitude, unacceptable impacts to wintering wildlife
11. Allowing commercial use including taxis (as in Alt. C): incompatible with national park values and resources

Topic Question 3:

Other strategies that should be analyzed and included in the draft EIS include:

1. One-way motorized traffic, with half of existing road reserved for bicyclists
2. Park-managed public transit system
3. Closure to private motorized vehicles, replaced by park-managed public transit

Topic Question 4:

The Sierra Club's Wyoming Chapter and Greater Yellowstone Campaign appreciate the opportunity to submit the following comments on the preliminary alternatives for the proposed Moose-Wilson Corridor Comprehensive Management Plan. We submit these comments on behalf of more than 3,000 Sierra Club members and supporters in Wyoming, and 2.4 million Sierra Club members and supporters throughout the United States, who jointly own and care deeply about the management of Grand Teton National Park.

Early in this process, Grand Teton National Park officials stated that the purpose of this plan is "to

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

determine how best to provide appropriate opportunities for visitors to use, experience, and enjoy the area while protecting park resources", and "to ensure the protection of significant national park resources and values." We concur that the top priority for management of this road corridor within the national park must be to protect significant park resources and values. Designation as a national park confers responsibility to ensure the highest level of resource protection, and management actions must meet that responsibility.

As a minimally developed motorized route through premier wildlife habitat and scenery at the foot of the Tetons, the Moose-Wilson road is unique when compared to other motorized roads in other national parks throughout the country. In addition to providing direct access to the park's wilderness, the corridor also gives visitors the opportunity to safely and slowly experience distinctive scenery through varied landscapes with unparalleled wildlife viewing opportunities. These values must be preserved under future management.

Residential and commercial development near Grand Teton National Park is not an appropriate driver of park management decisions. It is the responsibility of the park to maintain access for park visitors who want to experience the Moose-Wilson corridor as a destination in and of itself. It is not the responsibility of the park to provide access to non-park destinations or to provide by-pass or commuter routes through the park.

The Moose-Wilson corridor must be maintained as a national park road. It is not, nor should it ever become, a county transportation corridor or a recreation-focused corridor for a single user group. Grand Teton National Park is a national park belonging to all Americans, not a county or state park.

Specifically, the comprehensive corridor management plan must ensure that:

- Private motorized vehicle traffic is brought under control, both volume and speed
- There is no increase in pavement
- There is no increase in habitat fragmentation or destruction
- Adaptive strategies suggested in Alt. B are explicitly defined during the EIS process: exactly what thresholds would trigger closure to through traffic, how would length of through traffic closures be determined, what peak hours would be implemented, etc.

Thank you for providing this opportunity to comment.

Sincerely,
Connie Wilbert
Sierra Club

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2047

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Topic Question 1:

I believe that alternative A - no action-should be adopted at this time as I do not believe that any of the other strategies satisfactorily address both preservation and public use.

Topic Question 2:

Alternative B is undesirable as paving and straightening a road always leads to faster traffic, regardless of the posted speed limit, posing additional danger to pedestrians, bicyclists, and most importantly to the wildlife using this area.

Alternative C is more desirable in that it attempts to balance preservation and public use, however, this plan seems very bureaucratic as far as managing road closures 2 days a week.

Alternative D may have been desirable but the impact of construction of a bike path in a new corridor seems excessive. It seems unnecessary to take the pathway so far from the existing traffic corridor. As a cyclist who has used pathways around the valley extensively I have observed that wildlife is 'spooked' by bicyclists. I would prefer that any pathway remain closer to the existing road.

Topic Question 3:

I believe that the park service should look hard at the alternative of closing the road to through traffic and using a mixture of public shuttle style transport and human powered vehicles.

Alternatively if the existing road was to be one way only, to have in place a good public transport shuttle service and again the other lane such as it is, to be used as a bicycle lane.

The two parks I am personally familiar with using variations on these themes are Denali and Zion. No doubt there are others.

I encourage planners at GTNP to take no action at this time, and to review further actions that in the long

term are in the best interest of preservation of this treasure that we have, while still allowing for fair and open access by the general public.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2048

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Topic Question 1:

I prefer Alternative D, which provides for a separate bike pathway. I live in the Aspens and use this road 2-3 times per week in the summer. I would love to be able to cycle into the Park, but do not feel safe riding on this road with distracted drivers.

I personally do not have too much difficulty on this road for most of the summer, until the bears come out in the fall, at which point there is definitely a safety issue, between bears, photographers, through-traffic, etc.

I would not want to see the reservation system restrict traffic for those who are simply passing through, however I think that with thoughtfully placed parking areas, you can accommodate both groups: those who wish to use the area as a destination to see wildlife, and those who use the road as a means to reach the Park from the Westbank area.

My second preference would be that the area remain the same, with road closures in the fall as necessary to regulate safe bear/human interactions.

Topic Question 4:

I would like to see the corridor preserved for animal travel, however I am not convinced that our current use of the road is what is best, as opposed to simply what has been historically done. I believe that this matter can be solved in a manner that is best for animals as well as humans.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2049

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Correspondence Text

Please note correction of typographical error in previously submitted Comment ID: 928951-60898/2046:
Under question 2, first statement should read Strategies that will NOT (instead of now). Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2050

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Correspondence Text

Topic Question 1:

I support Alternative C with minimal land and wildlife disturbance, yet make some needed improvements to the road.

Topic Question 2:

I believe that Alternatives B and D which create new alignments and a separate pathway do not preserve the natural landscapes and they also create additional wildlife disturbance.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2051

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Correspondence Text

Topic Question 1:
re-align the North end of Moose Wilson so it is behind existing entrance

Topic Question 2:
Do not consider Multi Use pathway Wildlife will be in conflict with people

Topic Question 3:
Add pull outs and parking. Prevent driving off pavement with curbs

Comments:

Comments: I favor alternative A as no other alternative provides the combination of satisfactory elements that I would prefer. I would advocate the following:

1. Lower the speed limit to 20 mph and ENFORCE IT.
2. Increase the number of turnouts and provide curbing so that they do not continually encroach on vegetation.
3. Do NOT create a multi-use pathway. There are plenty of paths in the valley and the nature values and wildlife along this stretch are not conducive to adding a multi-use pathway. Increased use as a result of including a pathway will lead to wildlife conflict or will annoy wildlife away from the road.
4. Ban commercial vehicles and taxis other than licensed tour operators.
5. Realign north end of road so it is behind entrance gate. It is silly and costly to add an additional entrance gate as proposed in one of the alternatives. This would also remove the dangerous blind spot on the northern most hill.
6. Dedicate one LE ranger to enforcing traffic and other regulations along the road.
7. Do NOT pave the gravel portion. The LSR agreement stipulates a "rural

character". 8. Allow horseback riding on existing traditional trails.. 9. Do not use a one-way strategy, ever
10. Do not use a reservation system ever 11. Consider running a bus tram line, would necessitate n and s
parking areas.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2052

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Topic Question 1:

Alternative D. I believe that a multiuse pathway- -separate from motorized traffic- -best addresses the needs of all users

Topic Question 2:

Alternative D. I believe that a multiuse pathway- -separate from motorized traffic- -best addresses the needs of all users

Topic Question 3:

Linkage of a multiuse pathway with existing pathway in the park to encourage bicycle and walking usage

Topic Question 4:

By allowing bicyclists a reduced entrance fee, the Park would encourage people to bike in and out of the Park

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2053

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Correspondence Text

Topic Question 1:

Keep it simple. Do not add an additional bike path. Either leave things as they are, close the road to autos all year or 1/2 of the week in the summer. We live on the west bank and are used to not using the road for most of the year anyway.

Re-routing the northern section makes sense if necessary. Do not pave the southern section.

It's all about the wildlife in one of the last pristine parts of the valley, not about cyclists, tourists or locals going to the airport.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2054**

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Correspondence Text

Topic Question 1:
I support alternative D

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2055

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Topic Question 1:

In general, I like Alternatives B and D. I like the idea of paving the unpaved section of the road, as someone who has damaged my car there in the past, and who prefers not to drive 2 miles per hour. 20 or 25 mph is fine, but not safely possible on the unpaved section in most conditions.
I also like improving the Death Canyon entry for the same reasons.
Having a pathway would be great, and maybe just have it closed at times of increased wildlife activity. Restricting traffic during peak congestion makes sense, but one would want to know about this well in advance, so someone doesn't drive several miles to go on the road only to find it unavailable.
It seems reasonable to add some parking/pullouts as people make their own, anyway.

Topic Question 4:

Thank you for working on all of this. I hope some good solution is reached soon so improvements can move forward.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2056

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Correspondence Text

Topic Question 1:
Separate bike walk pathways are a critical safety and recreational enjoyment issue.

Topic Question 2:
Road closures and gate restrictions are inappropriate for enjoying the recreational values of the corridor while protection wildlife at the same time.

Topic Question 3:
For safety a waling biking corridor separated from the motorized traffic is critical.

Topic Question 4:
This is a beautiful recreational corridor that should be open to the public while protecting both motor traffic and non-motor traffic from each other.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2057

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Correspondence Text

Topic Question 1:

Thank you for allowing comment on the Moose-Wilson road. Of the core values identified, wildlife and habitat are most important. None of the Alternatives A, B, C or D as proposed fixes the problem of too much traffic which must be addressed while maintaining public access, without consequences to this endangered iconic road.

General principles are: no further paving of the road; reduce speed limit to 10 or 15 mph (perhaps add speed bumps); realign road around the ponds and plan for maximum of 2 or 3 pullouts for wildlife viewing; road realignments must be made with minimum of habitat disturbance, few trees removed and vegetation protected; realign north road as proposed to Moose Entrance while maintaining existing road size, width and character. Reduced speed limits make it easier to maintain shared road w/bikes by implementing careful application of traffic controls which have been successful in other national parks. A pathway, if built and I'm do not support, should be adjacent to M-W road, with minimal expansion of width of road. The modest expansion of the Poker Flats trailer parking area for horseback riders is appreciated.

Topic Question 2:

Strategies which do not work: Alternative B: pave unpaved section; northbound traffic terminates at LSR Preserve parking and southbound traffic terminates at new parking at LSR Preserve. Alternative C: close road 2 days per week and dedicate to bike/pedestrian use only. Confusing, difficult to manage. Close to motorized traffic for bike/pedestrian use only after October 1, a season when highest percentage of visitors are seniors. Alternative D: A reservation system would be confusing, difficult and costly to implement, and potentially open to manipulation by special interests; a multiuse pathway parallel to any

segment of the road 50 feet from existing road. The construction of a pathway which skirts LSR Preserve extends into historic recreational horseback riding area onto the Cheney Highway in the JY area. This moves horseback riders out of the long meadow area north of the diversion dam and puts bike/hike traffic onto the main horse trail loop to Phelps and White Grass. Building an extensive pathway will result in major habitat impacts. Grooming road in winter changes the experience and not necessary. Additional educational kiosks detract of special nature of the road.

Topic Question 3:

Note: Horseback riding trails throughout Teton County have slowly been taken over by bike trails, creating potential dangerous conflicts. The history of horseback riding within the GTNP has been rich and should be considered an important part of the visitor experience. Horseback riding does not impact the environment and habitat of wildlife, and is a spectacular way to view wildlife. The Alternatives address only commercial riding, not recreational horseback riding. Don't reduce the lovely trails available for horses and hikers, and make mark crossings on Moose-Wilson Road.

Topic Question 4:

Pathways are certainly gaining popularity and use, and the park transportation plan addresses pathways along the highways within the park and I support that placement. However, pathways along the Moose-Wilson corridor/road is inconsistent with park values. In reading a variety of websites which discuss the alternatives, observations made by the Friends of the Moose Wilson Corridor are thoughtful, well researched and generally I support them.

Comments: Again, thank you considering our comments. Basically, we have not changed our minds about the importance of maintaining the special qualities of this corridor for wildlife habitat.

Sincerely,
Patty Ewing

PS. We have attended the public meetings, read newspaper articles, guest shots and letters to the editor, the NPS newsletter, and have accessed a variety of websites.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2058

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

Correspondence Text

Topic Question 1:

I am not for any plan that would significantly increase traffic and pavement in the Park. Therefore I am not for any of the four strategies and think the Park should go back to the drawing board.

Topic Question 2:

Traffic must be contained and limited through the park. There needs to be road improvements outside of the park to offer alternative access to the Moose Wilson Rd.

Topic Question 4:

I urge you to value that Corridor as a National treasure, not a shortcut to the airport for locals, not a delivery zone for tourist buses, not a place we humans have a right to access with the speed and reliability we demand in so many other aspects of our lives. I urge you to address issues within the Corridor in a manner that conserves the rich biological diversity while making appropriate changes to lessen negative human impacts and never to increase them.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2059

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:

To keep this a low traffic area. There are many parks that use to no have traffic are now a heavy traffic areas where noise pollution has destroyed once was a peaceful place. Save this area . Limit traffic to no traffic area

Topic Question 2:

If you give in then there is no stopping this.

Comments: This is a situation that needs to keep the park from being turned into a raceway. Keep it pristine

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2060**

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
I think the protection of Wildlife is the most important, particularly since Grizzly Bears are now inhabiting the road.

I have lived here since 1973 and I have seen a vast increase in traffic, people driving faster and faster, passing other cars, and that could endanger wildlife. Bear jams and moose jams with people WAY too close to the animals with no Park Service monitoring present.

Topic Question 2:
I think that there should NOT be a bike path, period.
There are great bike paths and more all of the time, keep the road dirt, do NOT pave it, The road is narrow and adding a paved bike path does not make sense. Plenty of other ways to bike in this valley and if Pathways has their way, it will continue to push for more paths. It does not necessarily take cars off the road.

If the road is closed all together it will force a North Bridge which will disrupt yet more habitat.

But I would try the one way option North in the morning, South in the afternoon as a trial period and see how it works in June but open it up both ways in July and Aug and try one way again in Sept. see what the impacts are and how it works. Then decide if it is a viable option.

Topic Question 3:

It is crazy to have an entrance station at Granite, then again at Moose, it may make the park more revenue, but most folks should only have to go thru one entrance station to get to GTNP.

If some folks are hiking up Granite or Death without paying so be it,

The LSR gets a lot of folks out into the park, you could charge for that, but Granite is a nightmare.

Topic Question 4:

Thank you for allowing the public to weigh in on this crucial issue. We all love the park and the animals and want them to be safe. The more the public interferes the more it looks like Disneyland.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2061

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Correspondence Text

Topic Question 1:
Alternative D.

This strategy takes into consideration and acts upon all of the fundamental issues at hand. It will reduce traffic by allowing safe and enjoyable alternative modes of travel.

Topic Question 2:

Gates and closures just move the problem to other areas. Alternative modes of travel need to be not only planned for but encouraged. Without a pathway visitors MUST rely on cars to safely experience that part of the park.

Topic Question 3:

A complete and separated pathway is fundamental to a positive long term change.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2062

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:
alternative D for a separate and accessible pathway to link the Moose /Wilson corridor with the existing pathway system must be implemented !! The Park Service has been on the wrong side of this issue for far too long

Topic Question 4:
Please don,t let Grand Teton Nat. Park very poor history on bike use and bike pathways continue I strongly support Option D

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2063

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Notes:

Correspondence Text

Topic Question 1:

I think there are good and negative aspects to each plan - so hard to suggest one over the other. I realize that no action isn't a possibility - unless I'm missing something, but a few thoughts on the positive. I can see some road realignment to get the road away from the wetlands.

Topic Question 2:

this is hard to say as a biker but i do not believe that a separate bike path in this corridor is a good idea. to me it is just too sensitive of an area and should be maintained in as primitive a state as prudent. I do not think the road gating it is a good idea and paving the southern portion would invite more vehicle / wildlife conflicts (as the owl and moose populations around flat creek road what happens when you widen and pave. 30MPH speed limit signs).

Topic Question 3:

I suggest a mix of the strategies, road alignment seems good and I would not be opposed to a seasonal one-way designation in peak season. possibly even south to north in the AM and reverse in the evenings to accomodate local workers. like it or not it has historically been a transportation corridor in addition to scenic uses.

Topic Question 4:

it's a hard job you face and we thank you for your efforts in balancing the needs with the growth here. I will say I really agreed with town councilman Jim Stanford on many accounts. note sure it's the right place at all for a pathway. Let's keep wyoming wild above all.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2064

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Topic Question 1:
Emphasize what's best for the wildlife

Realign the northern portion to reduce wildlife conflict

Leave southern portion unpave
Decrease speed
Bikes either share or have their own days
Close peak days or hours/limit # cars
Improve parking areas
Close to autos in southern portion

Topic Question 2:
Construct a separate bike path
Paving southern portion

Topic Question 3:
No bikes or motorized on the trails

Restore lost historic riding/hiking trails

Comments: 1) do not create a separate bike path

2) do not pave the gravel portion or cars will go too fast

3) either share the road like we do now, or designate different days in summer for bikes and others for autos.

4) limit # of cars if you want

5) don't ever allow bikes on any of the trails

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2065

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D, a roadway and safe pathway is compatible with current use, visitor safety and wildlife habitat. I encourage you to focus the study on this alternative.

Topic Question 2:

Alternatives which limit or eliminate public access are not compatible with the goal of allowing the public access to the treasures of Grand Teton National Park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2066

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/08/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Master
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Correspondence Text

Dear Moose - Wilson Planning Team:

I want to thank you for the opportunity to comment once again regarding the Vision for the Future of the Moose Wilson Corridor. In this process I did attend both public meetings of January 14, 2014 and August 28, 2014; and, previously submitted my comments after the first meeting.

In my 42 year of residency I have become quite familiar with the Moose-Wilson Corridor. I spent the winter of 1973-4 living at the White Grass Ranch; I worked for Bob Koedt in his office on the Murie Ranch from 1973-1 975; and, have lived on the southern end of The Village Road (Wyo 390) since 1976.

I need not tell you how significant this southern arm of Grand Teton National Park is in it's beauty, diversity and tranquility. I was fortunate enough to know Laurance Rockefeller; and, on more than one occasion we chatted about his family's stewardship of the JY Ranch and his vision for what has become the Laurance S. Rockefeller Preserve.

At the August 28th Public Meeting four alternatives were presented. Please understand that I was quite surprised that the most significant alternative was not presented at all. As a result I will outline it here.

After the Moose Wilson road is closed for hunting season and the winter in a month or so, there is no reason to re-open the "unpaved" section again in the springtime to motorized vehicular traffic EVER - save emergency vehicles or some future Park Service visitor shuttle service. This dirt road is within our National Park and is not a part of the Teton County Transportation I Roadway Plan - there isn't one; or, any State of Wyoming Highway Plan - it isn't one..... This is our National Park, not a highway right

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

of way. Shut the sucker down If done, there is little doubt that Teton County, WYDOT AND those with the MOST to gain WILL resolve the issue by creating a northern link from WYO 390 across to 89 I 191 in short order.... A win / win ! Access northward from Teton Village and development at the north end of the Village Road - YES. A shorter route from Teton Village to the town of Jackson, not to mention the airport, reducing vehicular travel on WYO 390 & 22 as well - YES, YES & YES. Nonmotorized travel on foot, bikes, horseback along the existing dirt road between the Granite Canyon parking lot to the Rockefeller Preserve - YES. The opportunity to make necessary improvements to Park infrastructure - YES. The opportunity to expand the Pathways System within GTNP - Yes. The starting point for a the development of a inner-Park transit system - YES.

Return of this special, environmentally diverse region of Grand Teton National Park back to a passive, wild and natural place, as it should be - YES The RIGHT course of action is crystal clear when the GREED motive is removed from the equation! Once realized, a Vision for the Future of the Moose Wilson Corridor can be contemplated.

Thank you for your efforts.

Regards -

Denny Emory

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2067

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/08/2014 Date Received: 09/09/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Letter
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Correspondence Text

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

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Return of this special, environmentally diverse region of Grand Teton National Park back to a passive, wild and natural place, as it should be - YES The RIGHT course of action is crystal clear when the GREED motive is removed from the equation! Once realized, a Vision for the Future of the Moose Wilson Corridor can be contemplated.

Thank you for your efforts.

Regards -

Denny Emory

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2068

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Notes:

Correspondence Text

Topic Question 1:

None of them. None of the proposed alternatives address the problem: cars are the problem. None of the alternatives reduce car traffic enough in this sensitive area. Other parks have limits and/or simply close the areas to cars. If people want to go there they need to use non-motorized ways travel. Not everywhere in the park is suitable for cars (and by extension people that do not get out of cars). There are other less sensitive areas for that and there are already plenty of areas available for that now.

Topic Question 3:

Yes. You should simply limit the access. Look at Yosemite. There are limits in sensitive places simple enough. NPS is there to protect and conserve these places NOT "balance" access. No such language appears in the organic act and it should not be a priority in this area.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2069

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Correspondence Text

Topic Question 1:
Please see comment section.

Topic Question 2:
Please see comment section.

Topic Question 3:
Please see comment section.

Topic Question 4:
Please see comment section.

Comments: The Teton County Commission and Jackson Town Council sincerely thanks all the folks at Grand Teton National Park and the Denver Regional Office for your thoughtful work on the draft alternatives for the Moose-Wilson Corridor Comprehensive Management Plan. You have captured and presented public comment in the context of the unique environmental, wildlife habitat and scenic resources of the road and larger study area. You have defined elements in the alternatives that serve as a menu of ideas, making it easy for the public to comment while providing the Park Service useful information to include in its analysis of the alternatives in your environmental review. It is a shared goal among each member of this commission and council and, we believe, the entire community, to support Grand Teton National Park in your need to reduce traffic meaningfully. We understand and want to help GTNP adaptively manage future traffic on your roads within the Park, and partner with you on real solutions as a community. We believe as a gateway community, our valley is one

of the greenest, most supportive partners - be it government, the private sector and the residential community - that the National Park Service will find anywhere. The shared concept throughout each of the alternatives presented should be how to preserve the Moose-Wilson Road in the same slow, narrow, rural character. We do not support a wider, faster, or character change in the road. Instead, our overall request is that the National Park Service reach out to potential partners who will diligently work to help GTNP reduce traffic to meet a data-driven objective, enhance the visitor experience and help wildlife that moves in the Moose-Wilson corridor and throughout the valley.

We also appreciate that you have fully engaged the adaptive management recommendation in all of the action alternatives. Your approach to adaptive management based on factual data regarding both traffic levels and wildlife impacts will provide a management program that meets current issues and can adapt to future issues along the corridor.

Adaptive management with defined triggers should help GTNP protect the resource now and in the future without over regulating use.

Generally, the county commission and town council supports the elements in Alternative D, with some minor modification described in this letter, such as partnerships on small-vehicle transit to take more individual vehicles off of the road altogether, non-motorized transportation and the opportunity in these approaches for enhancing visitor stewardship education. What we generally like about Alternative D is it keeps the very slow, narrow, rural nature of the Moose-Wilson Road as it is, while addressing public safety and providing reasonable public access to the area. We have organized our comments around each action alternative and concluded with a short discussion of our recommended preferred alternative.

Alternative B

Traffic Management: The adaptive management concept of stopping traffic part way along the Moose-Wilson road seems worth analysis, although we are not clear how it will limit overall traffic, how it would be managed, and how GTNP would communicate to the public when the closure would be implemented. We also are concerned that it could cause increased idling, traffic backups and confusing bumper-to-bumper scenarios that could be bad for the air, harmful to wildlife, increase National Park Service costs of management and cause negative experiences for the visitor. The alternative assumes that much of the traffic on the Moose-Wilson Road is traveling through the corridor, rather than using the road for a park experience. In contrast, the traffic data presented to the community suggests that most of the traffic on the Moose-Wilson Road is park-related and that driving through the park is part of their experience. A gate mid-way could have the unintended consequence of adding more traffic, particularly on the northern portion of the road, with out-and-back traffic that would otherwise pass through the road one-way.

The commission and council supports all measures to realign the north end of the road, both around the beaver ponds and the connection to Teton Park Road west of the existing entrance station. The realignment, part of the 2007 FEIS ROD, was shown to be beneficial to wildlife and a measure we want to actively support. GTNP has long held this good idea, and we want to support the Park in its efforts to help wildlife, particularly bears and beavers that are constrained near the hillside by the existing road.

One advantage of the Alternative B adaptive management plan is the utilization of one entrance station on the north end of the road. The commission suggests that GTNP explore ways to use a single entrance station in all adaptive management alternatives. We expect that a single entrance station on the northern section at Moose for both the Teton Park Road and the Moose-Wilson Road would be efficient, less costly, less impactful during construction, and less confusing than two entrance points.

Commercial Activity: Commercial uses in this alternative include "shuttle services". This language suggests private shuttles to the airport, lodging within the park, and other private transit solutions. It is unclear from this language if public transit is included in this concept. In order to distinguish public transportation from private shuttles, we suggest that NPS reserve the potential for public transportation (Transit) as a separate category in all Adaptive Management measures, rather than in the "Commercial Activity" category. Public transportation, either in partnership with another entity such as Teton County,

the Town of Jackson, Teton Village, Grand Teton National Park Foundation, or provided by the park, should be one of the adaptive tools NPS could use in the future to reduce congestion along Moose-Wilson Road and throughout the park. The commission expects that public transportation will help the park effectively measure the reduction of traffic volumes on the Moose-Wilson Road. Furthermore that public transportation is an opportunity for park-led education and environmental interpretation that can have lasting positive effects with deeper understanding of the corridor itself.

Death Canyon: National Park Service might consider combined trail access to Death Canyon and the White Grass cabins under this alternative with reclamation of the White Grass Road.

Winter Use: Please consider removal of the limited plowing measure. Winter access to Death Canyon provides historic and important recreational access to numerous mountains for backcountry skiing, including Albright, Buck, Mavericks and many other backcountry destinations. Eliminating the plowing would prioritize cross county skiing along the road over backcountry skiing and walking, where the current level of service supports both.

Education & Interpretation: All alternatives should include low-impact interpretive media. If there is a reason to included higher levels of interpretive media in the environmental review, the commission suggests that this measure from Alternative B should be included in a preferred alternative.

Alternative C

Traffic Management: The adaptive management strategy in Alternative C is creative. While the closure of the road to motor vehicles would create a much safer and quiet experience for cyclists and pedestrians, it would have other consequences that the commission does not support, such as limiting hiker and climber access to the back county during those days. And it does not address the safety issues for cyclists and pedestrians during days when all visitors would share the road. Furthermore, as a commission, we continue to support adaptive management strategies other than closure to limit overall use within the road corridor. We would like to see the National Park Service develop other active management measures to address traffic reduction while still enabling public access and safety. We encourage consistency with the Enabling Act for GTNP and subsequent publicly recorded easements on the Moose-Wilson Road to preserve historic public access as an important park value.

As stated in the discussion above, NPS should reserve the potential for public transportation as tool to help mitigate congestion.

MWR Realignment : As proposed in Alternative C., the road would not be realigned or paved. This is already analyzed in the Alternative A - the "no action" alternative. The commission suggests that NPS consider a more minimal realignment around the beaver ponds than considered in Alternative B and Alternative D. in order to expand the analysis of realignment options. We support the National Park Service's efforts to protect wildlife that are core to the realignment effort.

Also, Alternative C. does not consider paving the southern section of the road. But it prioritizes non motorized uses. NPS might consider creating partial pavement to support safer cycling and vehicle use, and reduce the overall chemical treatments on the road as currently practiced.

Death Canyon: In this alternative, the National Park Service might consider abandoning the White Grass access road and combining access to Death Canyon and the White Grass cabins along the southern road. The commission prefers the proposal to combine the access roads as described in Alternative D., but suggests analyzing an alternative alignment in Alternative C.

Alternative D

Concept: The concept as it is currently written suggests an expansion of use and higher level of development throughout the corridor. In contrast, the commission and council suggest that the overall concept defined in Alternative D should be about balancing preservation of park resources with visitor experience by minimizing traffic and visitor impacts on wildlife resources along the road corridor and emphasizing visitor experiences outside of vehicles. The commission and council see this concept as reducing noise, traffic and congestion and enhancing outdoor experiences. The overall level of development and expansion of turnouts and parking should be as small as possible to achieve these goals

and should focus on self-discovery versus active programs and expanded interpretational sites. We believe one of the values the public wants is the feeling of less, while still having access to the public area. Similar to the spirit of the LSR, where signs are few and self-exploration is core, we hope that same approach of discovery is the overall ethic for signage, direction and directives of 'less is more' in this concept. We think the transit offers prime visitor education opportunities for this environmental approach to visitors.

Adaptive Management: The commission and council supports adaptive management of the pathway and road alternative so as to minimize adverse effects on wildlife and cultural resources from existing or future motorized traffic levels. Meaningfully reducing motorized traffic can be aided by non-motorized alternatives for the public. The pathway should include its own adaptive management such as time-of-day and seasonal use restrictions when wildlife use of the corridor could be impacted by these uses.

Bicycle Use: The commission and council supports the analysis of a pathway along the road. In the previous ROD, GTNP approved a separated pathway within the road corridor along the southern section from Granite Canyon trailhead to LSR. The environmental and wildlife effects of this were considered minimal at that time. The commission and council supported consideration of bicycle and pedestrian amenities from LSR to Moose to complete the pathway and make for safer conditions.

The pathway in Alternative D. should be studied in the context of the historical approvals and GTNP should consider tools and measures to mitigate environmental effects of construction and use. For construction, mitigation measures could include reclamation of damaged areas in the road corridor or park, planting of native shrubs, grasses and trees. Once constructed, the park should consider adaptive management measures such as time-of-day and seasonal use restriction to ensure minimal additional disturbance of wildlife.

The commission and council generally support keeping the pathway close to the road. However, in order for the National Park Service to minimize resource impacts associated with site-specific features and resources, this language should allow park managers to design a pathway outside of the 50' limit if doing so would reduce resource damage during construction or if keeping it close to the existing road would have long-term adverse impacts on visual resources. In addition, the National Park Service should evaluate whether placing the pathway on already disturbed fiber optic line would be advantageous, as the construction of the pathway over the line may result in fewer trees being cut and less ground disturbance. We encourage the NPS to study the reality that the public will be using the corridor to connect with the celebrated GTNP pathways within the Park and connected to the valley, and that a pathway gap along the Moose-Wilson Road creates real safety issues. Two deaths in GTNP galvanized the approvals for the Jenny Lake to Moose and Highway 89 pathway sections within the park. Planning ahead and studying safety issues are important for this EIS.

Non-taxpayer funds and private-public partnerships: We encourage the NPS to plan that the additional tools to reduce traffic levels - transit, a multi-modal pathway and possibly maintenance of the entire pathway system in the park - be paid for with private dollars. Just as has been done at Jenny Lake for the \$16 million in improvements, all privately raised, we too hope you will plan for private dollars so as not to burden the NPS and GTNP budgets. This is a new era of partnerships, and we will do all we can as a community to support your needs.

Commission's and Council's Recommended Preferred Alternative

The commission and council recommend the National Park Service adopt Alternative D with the following modifications as the preferred alternative:

Concept: Minimize overall traffic, noise and congestion of the corridor and emphasize outdoor experiences.

Adaptive Management: Include measures to manage pedestrian, bicycle and cars in a manner that minimizes impacts to wildlife at times of day and during certain seasons.

Traffic Management: Add public transportation to the adaptive strategy as a possible tool for managing and mitigation congestions.

Commercial Activity: Limit or disallow shuttle services that are not park-specific and other commercial traffic, including taxis.

Education & Interpretation: The commission supports the self-discovery, low-impact approach to interpretive resources ad described in Alternative B.

Non-taxpayer funds and private-public partnerships: As done in the Jenny Lake Environmental Assessment, plan for private dollars to pay for identified transit partnerships or a pathway and maintenance.

In closing, the National Park Service should be commended for your work on this document.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2070

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Correspondence Text

Topic Question 1:

Practices such as limiting through traffic, hourly limits on traffic, and a reservation system are a good way to put the protection of wildlife and habitat FIRST, which I think the Mosse-Wilson Corridor Comprehensive Management Plan should focus on.

Topic Question 2:

The park's primary goal is, and must be, to protect the wildlife and habitat resources of the corridor. Strategies that entail any additional impacts on the corridor need to be adequately justified as bringing us closer to a long-term vision of protecting the natural resources of the corridor unimpaired for future generations.

Topic Question 3:

The critical management issue confronting the corridor is the increasing human impact in the area, primarily from vehicle traffic, therefore the park should:

- consider options for redesigning and re-engineering the road in a manner that would physically limit vehicle speeds to under 15 mph, using speed bumps, dips and appropriate signage. This would discourage transportation-related trips through the corridor and further encourage use of the corridor as a visitor destination. Park objectives should be to reduce the number of cars in the corridor while increasing the time spent within the corridor to experience and enjoy it, and

- closing the road at certain times of day, say from dusk to dawn, in order to minimize the impacts of vehicular and other human traffic on wildlife. Closing the road at night provides a clear message that the

road is not a transportation corridor, but only a park destination.

Topic Question 4:

The Moose-Wilson corridor 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 Teton's most spectacular wildlife, habitat and scenery. The National Park Service has an obligation to protect and preserve these resources for current and future generations and must focus their efforts on doing so.

I do NOT support building a pedestrian/bicycle pathway along this corridor. The National Park System is to "conserve the scenery and the natural and historic objects and the wild life therein" for future generations.

Comments:

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Topic Question 1:

Minimize changes to what currently exists, while reducing traffic and bear jams by making the road one-way. Add biking/pathway shoulder markings to current pavement. Don't pave what is currently dirt road to keep traffic and disruption minimal. After 5? years, evaluate to determine if further restrictions/changes are required.

Topic Question 2:

No additional paving or added pathway to current road. We do not need this wild area to have (another) pathway- -the wildlife/forest impact is not warranted, and increasing bear presence says it would be closed or risking spring and fall seasons.

Do not entirely close off the Moose-Wilson corridor to thru traffic. It is one of the best experiences for visitors and supports everyone's ability to use the access the parks. Not being able to use/enjoy this road at least one way is unduly prohibitive, at least at this time. Seems like over-reaction to close it off to through traffic both ways, and unnecessary at this time. Give it some time as one-way to see if it supports objectives.

Topic Question 4:

Please protect what is there, AND let it be enjoyed, with reduced traffic; don't build in this pristine area (ie no additional pathway, or paving).

Comments: Not having at least one-way through access

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2072

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Topic Question 1:

Alternative D. I believe this will reduce traffic and create the best interface with wildlife protection and human use.

Topic Question 4:

I see the importance of maintaining this road as an alternative route in our community, both to save fuel for some and as an emergency bypass if needed.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2073

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Correspondence Text

Topic Question 1:

I think alt D contains the best balance of access by bicycle and foot and car and a reduction of intense auto traffic.

Topic Question 2:

I'm not convinced that closures would solve the problem, but

Topic Question 3:

More space, separation between autos and bicycles / foot traffic. A separate pathway would be ideal.

Topic Question 4:

Maintain the existing road as a bike /foot path and build a road in the sage brush flats out of riparian zone.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2074

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Topic Question 1:

- -The strategy to re-route the segment of road between Sawmill Ponds overlook and Death Canyon road is necessary to meet the Goal/Desired Conditions for ecological communities and aquatic resources. The existing roadway should be restored to natural conditions. It should not be groomed for winter use.
- Do not increase pavement or the existing human footprint; far better to reduce it! Retain the south end of Moose Wilson as unpaved and narrow, rather than paving it (if the road corridor between Moose and Teton Village is continued).
- Do not allow any increase in habitat fragmentation and human disturbance. This should include consideration and analysis Park facility maintenance activities, especially those using motorized heavy equipment.
- Avoid removing trees or modifying natural vegetation.
- It is appropriate to emphasize destination visitors over local recreationists and County drivers in all the alternatives. The County must figure out how to handle the traffic issues it has generated by permitting so much growth in the Wilson-Teton Village corridor; this should not be the Park's problem. Park accommodation of County traffic flow issues will only grow more problematic in the future, given the County's continual growth.
- Alternative D should be more accurately described as promoting the 'local recreational network', rather than 'regional'.

-Restrict through traffic and apply well thought-out traffic management plans. However, Alternative B is problematic and confusing with its vague reference to 'certain peak periods', and I think it would result in many management problems for your staff. I will mention techniques to consider later in these comments.

-Reduce speed limits for vehicles. Enforce speed limits strictly.

Topic Question 2:

-I oppose a bicycle or multi-use pathway, either adjacent or separated from the road. The impacts from construction, maintenance, and use conflict with the ecological and scenery Goals and Desired Conditions. Cyclists have many other outstanding areas inside and outside the Park to exercise on their bikes, and this activity does not typically involve appreciation of the wildlife and habitat quality (e.g., very few cyclists even carry binoculars or cameras). The claim that this area constitutes a 'gap' in the pathways shows the extent to which local people have grown to expect special service from the National park.

-The safety issues have been much overblown in letters to the editor, etc. All Park users should practice their activities where they feel safe and take responsibility for their choices. Recently increased bike use in unsafe areas does not justify pathways any more than handrails should be installed in the mountains, or snags removed from the Snake River. I am particularly alarmed by parents who think they should take kids cycling in this area...will they next be asking that the bears and moose be removed to keep the kids safe?

-If the road is left open to through traffic, taxis should not be allowed, nor should commercial traffic (e.g., delivery trucks and vans). Limit vehicle size, do not allow large RV's, especially those towing cars or boats.

-Stop emphasizing wildlife viewing in the Moose-Teton Village zone! The Park has many magnificent places to watch wildlife, and is justly renowned for this. You appear to be promoting the need for more pull-outs, parking zones, and congestion by this emphasis on wildlife viewing. Park staff and publications should not specifically emphasize this area for wildlife viewing. The LSR and the trailheads are already a huge attraction. Most people touring the area probably don't see anything they consider significant in terms of animals....I have seen many disappointed people at Sawmill Ponds overlook, making a quick stop and driving on because there were no moose. Expectations are too high...please consider the source of these expectations; is it coming mostly from the Park?

The high number of wildlife deaths on the roads inside and just outside the Park indicates the curious (and avoidable) perception that wildlife are only to be expected and valued in certain areas, not including the state highway and county roads. What can you do about this?

(My profound thanks for lowering the nighttime speed limit on the highway!).

Topic Question 3:

Please seriously consider and evaluate these alternatives:

- - One-way road similar to current width, that accommodates vehicles and bikes, with seasonal suitable spring, fall, and winter closures. (Similar to the Jenny Lake road, with bikes allowed both directions). This would accommodate destination visitors and local recreationists without adding more pavement and without increasing habitat fragmentation.

-Two-way road from the north that ends at LSR, and a two-way road from the south that ends at Granite Canyon. I support closing the road between Granite Canyon trailhead and the LSR to motorized traffic.

This would eliminate the conflict of Park values with local motorized commuters, and be a much better fit for Park conservation.

-My favorite strategy would be to close the existing road to all motorized vehicles other than small shuttle vans to take people to LSR and trailheads. Allow bike use during a constricted season and daylight hours, preferably on an unpaved surface to minimize speeds and purely athletic use. A rougher surface would encourage cyclists to slow down and be more conscious of the scenery, etc. Also, evaluate Jack Stark's recent suggestion to put in an open-air tram.

-All strategies should aim to remove the road from the beaver-wetlands between Sawmill Ponds overlook and Death Canyon road. Ecological processes cannot remain unimpeded with the road in its current location.

-If you retain a motorized road, please close it to private motorized vehicles and bicycles in spring and fall when bears and other large mammals are likely to be present, and also in the early morning, evening, and night-time (as well as winter closure). The probability for wildlife-bicycle conflicts seems high in this area and deserves careful analysis. Cyclists have an abundance of areas to ride in the Park where visibility is better for the riders and the animals.

- Reduce the number of vehicles, however you can. Current use of 2,000 cars per day during peak periods is far too high. There is no 'safe' and clean way to keep increasing the numbers of vehicles.

Topic Question 4:

There is much work needed by the EIS to define conditions (current and potential) and protections needed for ecological communities & wildlife, and aquatic resources. I do not have confidence that the preliminary alternatives presented here actually considered the habitat needs of wildlife; e.g., movement and foraging zones for mammals, migration/dispersal zones for amphibians, wetlands existing and potential (with continued or increased beaver presence), avian nesting and foraging, and critical seasonality for various kinds of wildlife. The expanded parking and overlooks, pathways, road reconstruction, etc. in the alternatives may have serious consequences for various kinds of wildlife. Without specific information and knowledge of habitat use and movement patterns, you cannot actually meet the Goals and Desired Conditions no matter how good they sound in the abstract. Biological analysis needs to consider buffer zones for sensitive areas such as amphibian-inhabited ponds, raptor nesting areas, ungulate movements, and stands that contain key seasonal bear foods.

-All plans should respect potential expansion of beavers in the area. Keep roads, pathways, parking areas and pullouts away from areas that may be flooded. Recent years have provided strong evidence of how dynamic the area is. The quick colonization by all 4 species of amphibians of the newly extended beaver sites was amazing to see and of scientific interest; we don't have such striking examples of such a large wetland-amphibian expansion elsewhere in the GRTE or Yellowstone.

On-the-ground and technical evaluation by beaver experts and fine-scale topographic surveys would be very helpful and necessary for a successful project if development must expand in the corridor. Where could wetlands expand in the future, due to beaver damming? Placement of road, pathway, pullouts, etc. could be a set-up to years of costly challenges if this information is not available or not used. Recent aerial imagery is quickly out of date. Of course, the beavers could also diminish or disappear for some years, but if so one might safely assume that they will return in the future. [Surveying the area in our catchment

2006-2011, I certainly did not predict would happen, but maybe the experts could have.]

- Amphibians and other small-bodied animals have fine-scale movement patterns that may be difficult for planners to consider, which means that habitat fragmentation from development is easy to overlook. Please do not confine your thinking about wildlife to moose and bears. While populations can often endure a temporary disturbance, years take their eventual toll and species will be lost in the area if fragmentation occurs. A pathway may seem small and nonthreatening compared to a road, but construction and frequent required maintenance by heavy machinery are threats, on top of changes in drainage patterns, pollution, and animals getting crushed under wheels (including bikes).

- Employ state-of-the-art culverts and road designs to help protect small animals. There has been considerable study and application of this topic, especially in Europe and some urban areas in the US. Avoiding wetlands and adjacent areas, especially where there are springs and small streams, is the safest approach. Some of the features used by even large numbers of amphibians (e.g., for overwintering) are very small and unrecognizable unless you are there at just the right time (or have radios on individuals, which is very difficult to do and impossible for some species and sizes).

- For each alternative, please disclose acres of wetland destruction and disturbance (current and potential wetlands using detailed survey methodology rather than outdated aerial imagery), and acres of vegetation and vegetation species that would be disturbed or removed. This should be clearly depicted for each alternative in the EIS.

- This document should be an EIS (not an EA); it is significant and controversial.

- Information from traffic studies should be fully used in the EIS. You should also project future human use, visitation, and local growth patterns. Disclose the time-frame for the action alternatives; how long do you expect the management plan in your preferred alternative to be operational, feasible or desirable given visitor and regional population projections?

- I am worried about the Park's ability to manage and enforce management schemes such as reservation systems. Please depict the costs and requirements for various alternatives, and the feasibility of support. Under current management, it seems obvious that portions of the Park are already being neglected; e.g., law enforcement on the road between Lizard Creek and South Entrance Yellowstone. I fear that things will get even worse if you divert much or most of your too-scant law enforcement and interpretive resources into the southwest corner of the Park.

- Need to assess the impacts of the projected numbers of human users under the various alternatives. Avoid the assumption that the area can absorb ever larger numbers of people without degradation. One example is human waste...there seem to be copious and ever increasing amounts of human waste and toilet paper in popular areas of the Park, especially near pull-outs, picnic areas, trails and pathways.

- Need serious, scientific analysis of the common assumption that more people on bikes means less cars on the road. Has this been shown by the current set of new bike paths in the Park? My impression is that many people drive to either or both ends of the pathways segments (staging a car for the end of the bike ride), thus increasing vehicles.

- Please evaluate any alternatives for the 'fuels management' projects they may engender. This must be disclosed by the EIS. There are biological, ecological, scenic, and human behavioral impacts (e.g, more human litter and illegal parking in disturbed areas) from fuels management projects. Elsewhere, the Park has not done a good job in assessing, disclosing, and mitigating impacts from fuels projects. The likelihood

of any particular area burning in the next 20 years is very small, but the fuels management projects have real impacts on the environment, at a cost to habitat and scenery.

Comments: Thank you for providing preliminary alternatives, and for accepting public comment at this critical time.

I was disappointed to see that there is not an alternative striving for maximum conservation and long-term protection for this special place. There needs to be a clearly stated 'environmentally preferred' alternative, which can at least be used to measure the number and extent of the contradictions that would result from the other alternatives tailored to service visitors, traffic flow, and local recreation demands. I found it difficult to see how most of the excellent Goal statements would be fulfilled by the preliminary alternatives you presented.

I don't think you have adequately stated the purpose and need of the plan, with the view of meeting the NPS mission to preserve the Park "unimpaired" for future generations, considering this area's outstanding and distinctive natural qualities, and the already developed or compromised nature of much of the zone between the Snake River and the mountain slopes in southern GRTE and adjacent non-Park lands. Your word choices for the purpose and need, and the content of the preliminary alternatives, convey strongly the idea of 'humans first / nature second'. Please re-think this!

-I am ashamed that Teton County and Congressional leaders promote the desires and convenience of Jackson Hole residents over the long-term good of the Park. Please stand up to them. Teton County needs to solve its traffic flow problems without depending on the Moose-Teton Village road. Bicyclists and their advocacy groups are vocal and well-financed but still a tiny minority of Park visitors now and in the future.

I also was disappointed to see that the one-way road alternative (and other ideas?) developed in the 2007 transportation plan were apparently not included. Your specialists must have had good reasons for those plans in the past, so the unfortunate appearance now is that the Park was unduly intimidated by U.S. Congressional and local political pressures, although I hope that is not the case.

Please know that you have very strong support for actions that vigorously protect the future of this sensitive and distinctive area within this treasured national park of international renown. As I noted in my Scoping comments, the term "Moose-Wilson Corridor" speaks of a strong pre-existing bias to facilitate moving people from the town of Wilson to NPS facilities in Moose. It is vital to see the area for what it is naturally and what may become of it in the future, rather than primarily as a zone managed for human transit and current recreational desires.

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Correspondence Text

Topic Question 1:

The strict limitations on commercial vehicles (Plan B), the total prohibition of taxis on the road, the increased and improved parking at Poker Flats for horse trailer parking, the improved parking at Sawmill ponds and Granite Canyon, movement of the road away from the beaver dams, the retention of the unpaved road (with improved drainage features) and the retention of the Granite Canyon entrance Station. All of these features will improve the visitor experience while minimizing the impact on the wildlife and scenery, keep the unique nature of this road intact as much as possible, help protect fragile areas from the stress of visitor impact (such as the beaver dam area), help with traffic flow and management of the area.

Topic Question 2:

The bike path is not appropriate for this road. The vast majority of users of this road access this area of the park by vehicle. Every year this area of the park is seeing more and more bear activity. For the last three days alone the road has been closed to all traffic due to grizzly activity. Adding a separate pathway to this unique area of the park is not only dangerous but it also will disrupt flora, wildlife activity, scenery and is unnecessarily intrusive. There are miles of pathways in the greater JH and Park area now that are much more appropriate for hiking and biking activities.

Topic Question 3:

Other strategies that should be included are signs posted at the Granite Canyon Entrance Station, the Moose Entrance Station and the Village Highway Light. These signs are posted today and are flashing messages about road closures due to grizzly activity. The signs could be used to inform the public about traffic back-ups on the road during peak periods, parking lot waits at LSR preserve and other information.

Many visitors would choose to find another alternative if given this traffic information in advance and plan accordingly prior to entering the area and the Park could avoid having to build costly turn-around areas.

If it is determined that biking the loop is necessary to the enjoyment of the Park for enough users, the Park could close the road for vehicle traffic for one to two pre-determined days early in the summer when bear activity seems to be low in the area. Biking would also be allowed as it is now when the road is cleared of snow but closed during the seasonal closures if there is no bear activity.

Comments:

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Topic Question 1:
Plan D because i favors everybody including the wildlife.

Topic Question 2:
If you dont do plan D, why bother with the other plans.

Topic Question 3:
closing moose wilson rd to cars and paving a bike path.

Comments:

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Topic Question 1:

Keep the road open when conditions allow for driving traffic.

I think a one way road from the village side to Moose and a pathway on the road is the best option. Or keep it how it is.

Topic Question 2:

Closing the road!

Topic Question 3:

A pathway would be nice but I think it could be closed or restricted as well if conditions require it. i.e. grizzly traffic, etc. Maybe have the pathway closed during animal activity hours, early in the morning and late in the afternoon?

Topic Question 4:

Keep the National parks, National! For our Nation and all alike that would like to visit them. Most everyone follows the rules that are in place, there is no reason why they wouldn't be followed if new ones were put into place for this road.

Comments:

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Topic Question 1:

Alternative A: Moose Wilson Road would not be groomed for winter recreation activities.

Alternative B: Realign two segments of the northern portion of the road. Restrict through traffic - NO through traffic. Have it one way between Wilson end and LSR. One way in the other direction between LSR and Moose.

Alternative C: Nothing to recommend to be carried forward.

Alternative D: Only element to move forward is realignment of the two northern segments.

Topic Question 2:

Alternative A should not be carried forward, as is. Clearly the Moose Wilson Road is being "loved to death." We need to have a good comprehensive plan.

Alternative B: I do not think that the unpaved portion of south of the LSR Preserve should be paved.

Alternative C: Limiting numbers of visitors and have certain days is too complicated.

Alternative D: The construction of a multi use bike path will severely impact the wildlife of that corridor, as well as compromise the overall sense that one has that he/she is in a National Park. Limiting the number of vehicles is too complicated.

Topic Question 3:

Thoroughly investigating the possibility that the Moose-Wilson Rd. would be listed on the National Historic Register. When thinking about this entire process, I think the Park Service should always keep paramount it's mission to protect and preserve the wild lands and wild creatures that call Grand Teton home. It is, in my opinion, not the responsibility of the Park to make sure that biking enthusiasts may bike where/when ever they desire. Our National Parks are the crown jewels of our land. They deserve better

than to become extensions of special interest groups.

Topic Question 4:

The September 11th edition of the Jackson Hole Daily features a picture of a grizzly photographed on the Moose-Wilson Rd on September 10th. The article lead is: Hungry grizzlies close Moose-Wilson Road. As they say, "A picture is worth a thousand words." No bike path. No through traffic. This is not Disney Land.

Comments:

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Topic Question 1:

Manage traffic volumes on Moose-Wilson Road by establishing a reservation system. Visitors without reservations would be accommodated on a space available, first-come, first served basis.

The existing, unpaved section of the Moose-Wilson Road would be paved, but would remain in its current alignment. Width of this segment would be consistent with other portions of the road.

Apply design solutions to roadside parking that would reduce resource impacts from parking off-road.

Two segments of the northern portion of the Moose Wilson Road would be realigned to address congestion associated with the presence of wildlife, wildlife habitat connectivity, and operational issues. The 0.6 mile section of the roadway between Murie Ranch Road and the base of the hill near Sawmill Ponds would be abandoned and a new segment constructed to intersect with Teton Park Road at the junction with the Chapel of Transfiguration Road. The 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.

No substantial changes to the width of Moose-Wilson Road.

Improve parking/turnout facilities and add additional parking or turnouts in strategic areas.

Enhance existing and add additional parking at either end of the road for both summer and winter use.

During the winter, bicycles would only be permitted to use the pathway when it is free of snow and ice.

All other commercial traffic, including taxis, would be prohibited

Shuttle services could (I would say SHOULD) be authorized by park management

Northern winter parking would occur at an improved parking area north of the Death Canyon Road Junction.

Provide additional restroom at Granite Canyon trailhead parking area and at the new "winter" parking area north of the Death Canyon Road junction.

Provide additional restrooms at Granite Canyon trailhead parking area and at the new "winter" parking area north of the Death Canyon Road junction to manage human waste during the winter.

The new northern alignment road segments would be constructed to emulate the slow-speed, narrow, winding character of the road corridor.

Backcountry patrols would continue to monitor hiker and backpacker compliance with regulations and visitor use.

During seasonal periods when the road is closed to motor vehicles, bicycles would (I would change to COULD) continue to be permitted to use the road when it is free of snow and ice.

Commercial horseback riding in the Poker Flats area would continue with currently authorized trails and use levels; commercial horseback riding on the Sawmill Pond trails would be phased out. Guided skiing and snowshoeing would continue under current use limits.

A sense of arrival experience that cues the visitors that they are entering a natural setting that is unique and protected would be created.

Road-based tours would be permitted through a limited number of operators: these trips would have an allocation should a reservation system be implemented. Interpretation would be required, but could include a broad array of interpretive topics.

Groups would remain small in size (10 visitors plus a guide).

Additional activity or learning-focused commercial services would be permitted, but limited in numbers. These might include photography or painting workshops. These commercial trips would not have priority access in a system designed to manage traffic flows.

The Death Canyon trailhead parking area would be reconfigured and expanded in its current location to accommodate 60 vehicles. The 0.4-mile segment of the Death Canyon Road between the trailhead and White Grass Ranch would be improved. A new road segment between Death Canyon Road and White Grass Road would be constructed. White Grass Road would be improved to allow for one-way traffic with staggered pullouts. The remaining portion of Death Canyon Road would be removed and the area restored to natural conditions.

In winter, the unplowed section of Moose-Wilson Road would extend from the Death Canyon Road

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junction to Granite Canyon trailhead.

Enhance winter recreational opportunities (i.e., cross country skiing) by improving parking and seeking a partner to groom the unplowed section of Moose-Wilson Road.

In keeping with the goal of creating a welcoming environment with enhanced understanding and enjoyment of the corridor, interpretive media and programs would be made available at key visitor gathering areas in the corridor.

Establish viewing areas to allow visitor gathering areas in the corridor.

Establish viewing areas to allow visitors to appreciate vista points. Use viewing areas to concentrate use. Provide short nature trails and interpretive materials to enhance experience. These interpretive materials could be designed as a free app downloadable onto smart phones or computers to eliminate the use of printed materials.

These strategies would best carry forward the mission of the Park which is to allow visitor access and enjoyment of the Moose Wilson Corridor while at the same time preserving and protecting the wildlife, the habitat, and the scenic values the visitor associates with GTNP, thereby leaving the resources unimpaired for future generations of visitors. The purposes of this planning should not be to reduce traffic by preventing visitors from visiting the area, but by educating the visitors well in advance of their visits what their options are and how to go about getting the most out of their time in the Park. More use of social media, free apps for download on Smart phones or tablets, notebooks, and laptop computers should be utilized for preplanning any trip to our National Parks. We should not want to prevent visitors from accessing any portion of GTNP, but rather make their visit more meaningful and rewarding by preparing them in advance of how to plan for visiting the areas of the Park they most want to experience. See additional comments below.

Topic Question 2:

Visitors would continue to be allowed to park in user-created parking areas along the unpaved (or paved) portion of the road.

Roads, parking areas, turnouts, trailheads, trails, campsites, picnic areas, entrance stations, restrooms, and other visitor facilities would remain in essentially their current configuration and condition. Any changes from existing conditions would be made on a case-by-case basis.

Bicycles would continue to share the road with motor vehicles.

Manage traffic volumes on Moose-Wilson Road by limiting the number of vehicles entering the corridor at any one time during peak use through timed sequencing techniques. Provide queuing lanes on the north and south ends of the corridor as needed.

Moose-Wilson Road would be closed to motor vehicle use two days per week, but open to bicycles and pedestrians during those times. At all other times bicycles would share the road with motor vehicles.

Construct a multi use pathway parallel to Moose-Wilson Road between Moose and the Granite Canyon Entrance. The pathway would generally be sited within 50 feet of the existing or realigned segments of the road.

Address increases in traffic, and volume-related congestion by restricting through-traffic in either direction beyond the LSR Preserve Center during certain peak periods.

Reconfigure the access and parking at LSR Preserve in order to prevent through-traffic at certain peak periods when necessary to alleviate congestion.

The unpaved section of the Moose-Wilson Road would remain unpaved.

All of the above strategies are complicated and far more restrictive than the average visitor will appreciate. Providing a safe and enjoyable experience for visitors as well as an informed and least restrictive way to manage traffic flows throughout the length of the Moose-Wilson Corridor should be the number one objective of any plan for lessening the impacts to the resources; wildlife movement, habitat sustainability, ecosystem integrity, cultural or historic preservation. Management options must be considered that leave them unimpaired for future generations. These goals can be achieved by putting emphasis on visitor preplanning and educating themselves regarding the challenges of managing for preservation, while at the same time providing safe and enjoyable experiences for visitors and their families. All of the strategies in Alternative D, with the exception of two, I feel are appropriate for solving the problems of too many people, too much traffic, and too much damage to resources currently being experienced that have caused the need for these studies and alternatives to be explored. (Please see my further comments below)

Another pathway for bicycles does not seem to be needed in this more primitive and sensitive part of GTNP. From the studies, it appears most cyclists who are currently using the road are simply riding straight through for recreational purposes rather than as a transportation alternative to experience the unique and special aspects of the Moose-Wilson Corridor. Providing for a separate multi-use pathway parallel to the current road would require the removal of large numbers of trees and other vegetation through prime wildlife habitat that is now occupied by Grizzly bears and black bears. If, indeed a separate pathway is justified, it should be located in areas that are not heavily forested, but are open where riders or walkers can be easily seen by wildlife and wildlife by riders and walkers well in advance of finding themselves face to face with wildlife. There are alternative routes away from the Moose-Wilson Road that could be considered to meet the need for avoiding these kinds of wildlife encounters, if, indeed, it can be proven that people will bike or walk into the area with specific destinations within the corridor in mind to visit. Regardless, if such a pathway is built, it should be closed during the early morning hours and at dusk to allow wildlife to make their way to and from the areas as they otherwise would do were there no pathway.

Leaving the portion of the Moose-Wilson Road that is unpaved as it is rather than paving it is subjective depending on an analysis of the cost differences. For the safety of visitors and their personal vehicles, dust, large rocks and boulders, potholes, and washboard conditions may inhibit speed, but they do not contribute to enjoyment, or enhance wildlife viewing or viewing scenery. It would seem to me that by installing speed bumps or dips and paving the road would not detract from the visitors experience of a narrow, winding road, like those many of us remember from an earlier time in our history or the history of the Park. There are other unpaved narrow roads still located in less heavily travelled parts of the Park. We can limit the numbers of vehicles, but we cannot limit the popularity of this highly sensitive and highly prized jewel which I often refer to as the "over the river and through the woods" road experience.

Topic Question 3:

My preferred strategy is not included other than in a vague and unspecified way. Other Parks have gone to mass transit methods of cutting down on the number of fossil fuel burning vehicles within heavily visited portions of their units. Yosemite, Zion, and Bryce Canyon all provide various forms of "shuttle" systems that allow visitors to explore, enjoy, photograph, and learn about the various features within their Parks. Visitors can get on or off at designated stops after parking their cars in a designated location where the shuttles stop on a regularly scheduled basis. The Moose-Wilson Corridor could be tied to such a system that would operate between Teton Village Parking Lot facilities and the GTNP Visitor Center. If electric or some other type of renewable power sources could be used to pull open air or enclosed seating with large windows that could be completely moved all the way up or down, everyone could enjoy the commentary of an official Park Service Interpreter and an Interpreter at various stops along the way could assist visitors with getting the most out of their visit by answering questions and directing visitors as to how best to select and enjoy the kinds of experiences individual visitors are looking for.

It would seem to me that this kind of investment for the long term future of leaving the Parks unimpaired while allowing visitors to enjoy the Park in a more informed and inviting way would enhance their experience and allow for more rather than less visitation and negate the necessity of have a reservation system in place. Simply by eliminating use by cars, other than those of folks who would be going on permitted backpacking adventures out of the provided parking lot at Whitegrass Ranch, much of the traffic issues being discussed here would be eliminated and bicycles would still be able to ride on the road along with the shuttles.

In this Alternative, lets call it E, the need for pullouts, parking lots, etc. would all be unnecessary, but there would still be the need for realignment of the sections of road between Sawmill Pond and the Death Canyon Road. Restrooms could also be placed in appropriate locations at certain stops along the way that could be used in summer or winter. A shuttle bus could be used in winter to shuttle people from Teton Village to the Granite Canyon Trailhead for skiing or snowshoeing and a shuttle bus from the Visitor Center to the Death Canyon Road drop off, or Sawmill Pond drop off, could eliminate the need for plowing the road beyond whatever place along the road that the Park determined was appropriate for winter access to skiing and other winter experiences.

I personally feel this would be a much wiser management plan for this wonderful and significant corridor of the Park and would provide exactly what it is the Park Service Mission requires. It could also serve as a precursor to a similar system being expanded to include the Inner Park Road from Moose to Jackson Lake Lodge, or Colter Bay Village if found to be successful in achieving the goals it was designed to achieve.

Topic Question 4:

Through advances in technology available to visitors in today's high tech society, GTNP Park has an exceptional tool that can be utilized to help visitors with planning for their visit here well in advance of their arrival, and given the pressures of increased visitation and development of destination vacations by the gateway communities that surround the Parks and are financially invested in visitor satisfaction with their experience in both their communities and within the Parks, it is incumbent on both the gateway

communities and the Parks to cooperate in how to make visitation an exceptional experience, not a complex and easily confusing and seemingly restrictive experience. By cooperating and collaborating, these communities and the Parks they surround could create an experience that most visitors would look back upon as one of the most enjoyable they have ever had. The added benefit to Park Managers would be that they would be able to design and promote an informative campaign that encourages the early planning of visitors to our National Parks to learn about and plan their visits to get the most out of the time they have to spend here in GTNP and take away with them an understanding of what National Parks have as their mission and how they strive to achieve that mission using all available means of technology, research, and development of systems that work efficiently and with the visitor's safety and enjoyment as well as the resources they are attempting to preserve and protect first and foremost in their minds as they plan for future generations arrival in a place that will continue to be an inspiration and a place of inestimable value to all of us who understand and study the ever evolving complex natural systems that exist all around us and that we depend on for our very existence as a species.

It was not my intent in answering Question 3 to give a detailed set of requirements to a new Alternative, just the general scope of what I believe such an alternative could provide. The details, it would seem to me could be worked out in the review process of how to make such a system work to benefit and enhance the Mission and those who support it!

Comments: As a long time resident of Jackson Hole who worked as a Seasonal Park Ranger Naturalist during the 1970's-80's for seven seasons in Grand Teton National Park in the South District headquartered in Moose, I have a deep love and appreciation for GTNP and feel honored to be able to submit my comments on the various preliminary Alternatives the Park Service presented to the Public at the open house event that took place at the Jackson Library in late August.

Having been an educator 12 years, a freelance tour director 10 years traveling all across America and throughout many parts of the world and also having been a landscape photographer professionally and a private tour guide in both Yellowstone and Grand Teton 10 years, I am now happily retired while continuing to live in Jackson Hole. All of these experiences have led me to have, perhaps, a slightly different perspective on choosing what I would feel is the best of the suggested alternatives presented by the Park with the couple of suggested changes to Alternative D that I outlined in my comments above.

My personal preference as a local citizen conservationist, would be to close the unpaved section of the Moose Wilson Road to all vehicular travel and allow that segment of the Moose-Wilson Corridor be accessed only on foot for the benefit of the wildlife that resides and uses this portion of the Park to move unimpeded between the riparian areas along the Snake River and the wooded Lodgepole forest that covers the glacial moraines at the base of the Teton Mountains. This certainly would comply with the part of the Park Service Mission to preserve and protect in its natural condition the biological, ecological, and geological resources within that section of the Moose-Wilson Corridor. However, that having been said, I also realize that the portion of the Park Service Mission that provides for visitors to have access to enjoy and experience the Park in such a way as to leave the natural systems unimpaired, although of secondary importance to preserving and protecting those resources, must be considered in making wise choices that will lead to better understanding, appreciation for, and partnering with Park Service staff to give the Park visitor an experience that they will always remember and that will increase their support of the mission of the National Parks.

Therefore, after careful consideration of all the Alternatives presented I have come to the conclusion that none of the choices presented are what I feel would be the best way to accomplish the mission or a plan for reducing the amount of traffic that is currently using this corridor in such a way that it would not

confuse, or otherwise interfere with the American peoples right to visit and see the entire Park they may have travelled many miles to visit. Other Parks in the system have chosen different methods of managing traffic and congestion in the more popular areas of their units, and have done so, I am certain, using much of the same criteria as is being used here in GTNP. Decisions must be based on data collected, interviews of visitors to the area conducted, traffic analyses, and other research and documentation of how all of these are impacting the resources or the experiences of visitors negatively. With those facts, figures, and testimonies as a basis for establishing where the problems lie, only then can one proceed to suggest ways to reduce to a minimum those impacts that are proving problematic and damaging to the overall objectives of reducing the volume of people, vehicles, and other detrimental aspects of the current situation as it now exist on the ground.

Today, the Park Service has a unique opportunity to use the hi tech advances of our modern society to its advantage in informing future visitors regarding how best to plan for a visit to GTNP well in advance of arriving here. The surrounding gate- way communities also have the advantage of these same technologies to collaborate with their adjacent National Parks to make visitor experiences within and outside the Parks ones they will treasure for a lifetime. Through cooperation and collaboration, the Park can achieve its mission while the community will benefit financially by reinforcing and extending a hand in preparing their visitors and patrons for a positive and meaningful experience both before and after they enter the Park.

If the Parks invested in development of free applications that could be downloaded onto Smart phones, tablets, laptop computers or GPS devices, Visitors could be prepared well in advance as well as instantly while traveling to get the latest information on road conditions, weather conditions, traffic conditions in various parts of the Park and where and how to arrange to visit various parts of the Park safely and efficiently. In my opinion, we are at a point in our country's history when we can no longer ignore the growing problem of too many people, too many vehicles, too many complicated systems that are confusing and in some cases difficult to understand by the general public who is now accustomed to having access to information and social media sites where they get most of their ideas from. If the Parks hope to help solve their problems, they are going to need to prepare a campaign that educates future visitors to what they will need to know BEFORE they arrive at the gates of a National Park they want to experience. If a reservations system, for example, as described in Alternative D, were to be chosen as the best alternative, the public would need to be informed and educated well in advance the reasons for such a system and how the visitor should engage the system in order to plan for their visit well in advance of their departure. The American people are going to have to adjust to understanding that no longer are they going to be able to just drive 100's or 1000's of miles to get to the Parks, expecting they will be able to do everything they wish on their own time schedule, that to have the best experience possible, they may have to reserve in advance some of their time they wish to spend in particular areas of Parks that are extremely popular and can no longer survive in their unimpaired state with unlimited numbers of visitors impacting them on a daily basis. Once the Public is informed and understands the mission of the Parks, they are most likely going to be happy to conform to whatever system is needed to protect and preserve these national treasures.

Once we have an informed and understanding public behind the Park Service mission, we can really begin to address what the best way to do the least harm to the Parks for the greatest number of people. This would apply particularly in the case of the Moose-Wilson Corridor! Putting in a Shuttle System, whether it be first using privately contracted services of a concession operator, or a Park Service operated system like the one in Yosemite, the objective would be to get people out of their automobiles and into some kind of clean energy transportation vehicles that would not pollute the air, would be quiet operating vehicles that would be equipped with either a canned commentary or a Park Service Interpreter who could provide

information on the various stops along the way, or having Naturalist available at specific stops to answer questions and provide information visitors might want as they head out on a short walk, a trail hike, or a wildlife rich wetland like the one along where the current road exist today. To me, all visitors should have access to real human being whenever possible to add to their enjoyment and experience of THEIR Park. Being able to get on and off at various points of interest, including the LSR Preserve, would be so much more enjoyable for families if the person driving their own car could also relax and enjoy the experience without the added responsibility of have to "watch the road". Having experienced these kinds of transportation systems in other Parks I know of what I speak and it can be a very enjoyable experience in which many people from across the country can intermingle and share their own experiences while they are in the Park. Others who don't wish this type of experience can hike the trails into the backcountry to experience the wilder side of GTNP....There should be a wide diversity of experiences to meet individual expectations without having everyone experience everything whether they want to or not!

If the goal is to reduce traffic to a manageable and acceptable level, certainly a shuttle transportation component would be well worth the investment and could serve as a trial for future development into other heavily travelled portions of the Park along the Inner Park Road between Moose and Colter Bay! We should be encouraging locals and others who only wish to drive straight through the Park to use the Outside highway rather than add to the already congested areas of the Park.

I thank you in advance for considering my comments in your exploration of how best to deal with the difficult issue of managing traffic in the Moose-Wilson Corridor. Having lived in the Valley since before the development of Teton Village and the LSR, I am acutely aware of the increased traffic through this important corridor both have created and I am grateful for the opportunity to be a part of the solution rather than a part of the problem.

Sincerely,
Vance Carruth

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2080

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Correspondence Text

Topic Question 1:

First and foremost: protect the unique solitude, wildlife habitat, and historic character of the Moose-Wilson road corridor.

Comments: Dear Superintendent Vela,

I am greatly concerned that unacceptable traffic, and calls for increased development, on the Moose Wilson Road could destroy the wildlife, scenery, and historic values of the road. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area of Grand Tetons National Park.

Please ensure that as the EIS begins, you preserve this road as a quiet park destination and wildlife-viewing area; NOT a busy traffic route.

Thank you for considering my comments.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2081

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Correspondence Text

Topic Question 1:
none

Topic Question 2:
all

Topic Question 3:
Close the unpaved portion of the Moose-Wilson Rd to motorized traffic, EXCEPT emergency and official Park vehicles, plus construct pathways parallel (mostly) to existing paved part of the road, and east of beaver ponds. Granite Canyon TH could be reached for motorized users from the South, Death Canyon TH and LRP could be reached from the North. Voila, no more motorized THROUGH traffic and little or no maintenance on the unpaved section needed!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2082

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Correspondence Text

Topic Question 1:

The reason we have NP are for the preservation of the land and the animals that were there before man. There is too huge of a demand on this small area from Humans to expand their accessibility.

1. Access for people in cars to Laurence Rockefeller from the north, so 2 way traffic. Road would be closed southward.

This is a permanent solution, not a temporary.

2. Pave road until Granite parking lot. This would be 2 way, and one way north only.

3. Make road one way north.

3. Build a connection between the airport and the village across the Snake. so ALL the commuters year around have easy access to the Village and the airport. Cuts way back on fuel and car use.

Topic Question 2:

No new bike paths! as it would bring visitors too close to the bears, Moose, etc.

all road expansions will affect the wildlife who are finally re-populating in this area. We should decrease the number of cars and bikes by one way only.

No need to expand roads at all.

Pave the roads.

Make the road one way south to north.

Road two way from Laurance Rockefeller to Moose.

The buses, lottery reservations, close on some days is stupid, hard to administer, frustrating to visitors.

Topic Question 3:

The population is only growing in the Tetons. The visitors will only increase in numbers in the next 20-50 years. GTNP should NEVER be a cut through to the Village, ever. An alternative MUST be implemented. It is a bridge over the Snake close to the airport to divert ALL the traffic from Moose, Moran or Dubois that wants to go to Idaho.. and do NOT need to go thru the already congested town of Jackson!! All the trucks that go thru town to use the pass.

Think of preservation and the wildlife...they do NOT want or need any more traffic, roads, congestion in that small and fragile area in the park.

Topic Question 4:

There is so much access for bikes in the Greater Jackson area. they do NOT need to use the Moose/Wilson road.

The bicycle road from town to the park should be open ALL the time. Why did you build it if you can't use it 7 months out of the year?

So bikers ride on the road and get injured or killed??

Comments: Wake up NP service. Your job is PRESERVATION OF THE LANDS FOR THE FUTURE. Which means keeping them as natural as possible.. have great habitat for the animals.

No new roads or bike paths for the Moose/Wilson road are necessary.

Traffic must be lessened.. by one way traffic ONLY.

A bridge from the airport to the Village avoiding the Moose/Wilson Road for the airport traffic, visitors and residents wanting to get on hwy 89

think of how much fuel and congestion you would reduce by diverting the traffic and dumping it on hwy 89.

Do not be short sighted.

Plan for the way future not the near future.

do not succumb to the pressure of small interest groups, like the Pathways...

You need to plan for a huge increase in numbers in your park.

Do not destroy the pristine beauty in this small section of the park .

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2083

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Correspondence Text

Topic Question 1:

I have lived in Jackson Hole for close to 30 years, having moved here primarily because of the wildlife found in this remarkable place. Please find my comments on the preliminary alternatives presented below:

Do not pave the southern end of the road. Its primitive nature is perhaps the one thing that has kept the volume of visitors from exploding over the past decades. Traffic is far worse than it use to be due to commerce at Teton Village, the increase in population, especially during the summer months along the West Bank, and those looking for a quick route to Moose/Dornans and/or the airport. Don't use Park resources and commit the Park to maintenance of a road that has worked just fine for decades.

The volume of traffic no doubt has effects on the wildlife that use the rich habitat of the Moose-Wilson corridor, especially in areas that are rich in foraging opportunities for bears, moose, elk, beaver, numerous species of songbirds and forest raptors. The northern portions of the road should be realigned (but kept at its current width and rural character) in order to move traffic away from such important habitat. The old road, of course, should be removed and rehabilitated.

Vehicular traffic clearly needs to be reduced. Other parks have had success with alternatives to through traffic, either using systems like Denali which I have used and had no issues using as I still was able to have an extraordinary experience. Or one-way travel past the Rockefeller Preserve, allowing two-way traffic up to that point. Access to the LSR, Death Canyon, and the Granite Canyon trailhead could still be accommodated.

No winter grooming. Keep it as is- primitive.

If the north end road realignments occur, then the northern parking area should be located at Sawmill Ponds parking lot and/or at the new entrance station location, rather than at locations near the Murie Center.

No additional turn-outs should be added, nor should any existing turn-outs be paved. The only exception to this is that if the northern segments of the road are realigned to move them away from important wildlife habitat, a turn-out should be added to allow for wildlife viewing opportunities.

The idea of moving the Death Canyon trailhead is a good one but the existing road would then need to be rehabilitated back to a trail so that there would not be continued use as a road.

Park visitor transportation with interpretation (like in Denali and others) would be fantastic. A system like this could provide access to trailheads. Using concession contracts instead of conditional use permits would be best to properly manage and regulate the numbers of commercial tours within the corridor. Restrict and manage by permit or contract the number of commercial tour operators. Park-permitted transit should be explored in the DEIS as a full alternative. This should not include commercial transportation or county- operated shuttles, rather it should solely be managed by the NPS, and be based on visitor use levels tied to indicators and thresholds to be established through this NEPA process.

Topic Question 2:

The No action alternative is not a viable option. The increasing number of vehicles and their associated impacts should not continue into the future.

I see closing the road two days a week as a management nightmare, and particularly problematic to those who are specifically travelling from other parts of the country (or world) to visit Grand Teton and most likely Yellowstone. This is a terrible idea!

Alternative D with a multiuse pathway parallel to Moose-Wilson Road along any segment would result in the removal of an unacceptable number of trees, sagebrush and other associated plants, fragmentation of habitat, an increase in pavement, and an increase in invasive and noxious weeds. If there is a pathway in the future, it absolutely should not be separate.

No taxis should be allowed.

Other national parks (Zion, Mount Rainer, Acadia, Denali) have successfully incorporated one way traffic. Can't Grand Teton use these models to consider no more through traffic.

Do not allow winter grooming on the Moose-Wilson road. This requires the unnecessary use of Park resources. The groomed trails north of the Moose entrance station are sufficient for the visitors who opt to experience the Park in the winter. The park should provide a variety of experiences, and Moose Wilson lends itself to a visitor experience that is more primitive.

There is little need to increase pull-outs and more interpretive media/kiosks. Keep the corridor primitive.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2084

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Correspondence Text

Topic Question 1:

Alternative D. Alternatives A, B, C are not viable and fail to balance both the interests of the local community and long-term objectives of the park.

We support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

My views align exactly with thus: "Park values are best protected under Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park visitation. Under Alternative D, visitors experience this part of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular public on a needed pathway."

Topic Question 2:

Alternative A does nothing to mitigate the issues facing residents of Teton County and the park.

My views for B and C are as follows: Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway."

Topic Question 3:

No

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2085**

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Correspondence Text

Please do not build a bike path in the Moose-Wilson road corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2086

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Correspondence Text

Topic Question 1:

Alternative d makes the most sense to me. It encourages alternative modes of transportation and provides us a safe way to enjoy the park in a more natural method.

Topic Question 2:

Any strategy that seeks to limit our access to our parks will simply not achieve the strategies. The current problems are due to inadequate infrastructure, not too much interest and use. There are environmentally sound strategies available to provide safe and enjoyable coexistence with nature.

Topic Question 3:

Alternative d is adequate and appropriate because it recognizes and accommodates natural methods of access and safe transportation.

Topic Question 4:

Please create year-round access to people who seek to enjoy the park in an environmentally responsible manner. The impact of the "footprint" is not the only issue at hand, and to simply continue to follow the park service's short-sighted and arbitrary mandate is in direct conflict with the very purpose for which the park system was established.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2087

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Correspondence Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

None of the strategies in the preliminary alternatives strike me as "perfect." But I do think the roadway needs to be moved away from the wetlands and toward the river.

Topic Question 2:

I am very much opposed to strategy D, particularly the idea of creating a separate pathway for bicyclists. There are more than sufficient pathways available to bicyclists in Teton County and Grand Teton National Park already.....there are many places where families can recreate and enjoy the outdoors together without damaging the sensitive Moose-Wilson corridor with another bike path.

Topic Question 3:

Making the Moose-Wilson a one way road only - all the time - - would go a long way to reducing congestion. It has been done on other roads in many national parks and on the Jenny Lake Road in GTNP. Keeping that roadway open, it seems to me, is politically essential. But also keeping it its current width and its current gravel section in tact while maintaining one way traffic only seems like the best way to "balance" human automobile use with the needs of the "resources." I personally would not mind a shuttle system for the roadway but that would be very difficult to get through the local and state "electeds."

Topic Question 4:

I know GTNP is under immense pressure from Pathways, Teton Village and other west side businesses, and their political allies but please protect the Moose-Wilson corridor from further development. It is a very special place and the NPS does have tremendous support both locally and nationally to see that it

remains undeveloped. THANK YOU.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2088**

Author Information

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Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:
All comments are provided in block 4 in a letter format to Director Vela. A hard copy of this same letter has been sent via US Mail on this date.

Topic Question 2:
See answer in block 4

Topic Question 3:
See answer in block 4

Topic Question 4:
September 15, 2014

David Vela, Superintendent
Grand Teton National Park
PO Box 170
Moose, WY 83012-0170

Dear Superintendent Vela,
Thank you for the opportunity to comment on the preliminary alternatives for the Moose-Wilson Corridor Comprehensive Management Plan (CMP). The Moose-Wilson Road in Grand Teton National Park (GTNP) provides public access to the Park by both residents and visitors.

Cooperating agencies, including local and state governments, provide valuable input into land management planning. As stated in previous comment letters, I encourage GTNP to work with local communities and the State of Wyoming to address management of the Moose-Wilson Corridor. This includes meaningful engagement in the development and analysis of alternatives and preferred alternative discussions. To date, this engagement has not occurred at the level anticipated.

If GTNP does not have a cooperating agency meeting to discuss alternatives, I ask you to analyze Alternative D as the preferred alternative. This alternative allows for diverse uses and two-way vehicle access while maintaining the existing nature of the Moose-Wilson Road and protecting park resources. Understanding the final decision in the CMP lies with the National Park Service, Alternative D provides a starting point for discussions on future management of the Moose-Wilson Road.

Thank you again and please contact me if you have additional questions.

Sincerely,

Matthew H. Mead
Governor

MHM:mdm

cc: The Honorable Michael B. Enzi, U.S. Senate
The Honorable John Barrasso, U.S. Senate
The Honorable Cynthia Lummis, U.S. House of Representatives
Hank Phibbs, Chairman, Teton County Board of Commissioners

Comments: See answer in block 4

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2089

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Correspondence Text

Topic Question 1:

I support Alternative D. I have always agreed with the philosophy that nature and preserves need to provide friendly access to ensure that generations of users will have an appreciation for the natural world. I appreciate efforts taken by wildlife preserves to limit certain access to certain areas, and to take measures that promote low impact means that afford ways for individuals in these areas to experience a sensory experience in nature. The Moose-Wilson Road currently affords several different ways to do so. The Rockefeller Preserve has been a great addition to the traditional hiker friendly areas in this section of the Park. I would like to encourage more people out of their vehicles (and the commercial "safari" vehicles) that I constantly see on the Moose-Wilson Road. I bike commute from my home to my law firm in Jackson Wyoming by bicycle. On the way home, I often ride pathways up to Moose and down through the Moose-Wilson Road. I do this 2-3 times a week in the summer. As a frequent cyclist on the Moose-Wilson Road, I have the opportunity to witness many wonderful natural moments. However, I often feel crowded on the road. The use of Moose-Wilson is increasing due to its growing popularity. I would encourage adoption of Alternative D to manage the masses that come for the sensory experience of being in a special part of the Park. If we encourage people out of their cars with the use of an alternative and safe corridor, we stand a better chance to preserve the values in nature for generations. As a society, we need to adapt to survive. Adaption with safety and wildlife concerns is our best alternative and is best addressed via Alternative D.

Topic Question 2:

I do not approve of Alternatives B and C. These seems to be band-aid approaches to GTNPs corridor issue. The roadway should remain narrow and slow - - and patrolled better by Rangers who can help alleviate the excessive speed of those tempted to speed through a short cut. I suspect that those staying on

either side of the closure will still travel to their destinations on the other side (Moose-Teton Village; Teton Village-Moose). Closing the roads will merely increase the carbon footprint of this valley as people travel a more circuitous route to achieve their end goal. I also am concerned that gates and closures will put more traffic on WY 390 and cause the moose fatalities on that road to rise. As a resident on the 390 route, I see an increasing amount of moose fatalities and "moose jams" that snarl traffic on dangerous roads with higher speeds than that of Moose-Wilson Road. I really would hope that a more planned and progressive plan could be implemented that would redirect the Moose-Wilson Road from sensitive areas (beaver ponds, and low wetlands) and focus the solution on how heuristics play into negative wildlife impacts rather than how a gate/closure can limit days.

Additionally, something must be done to address the increased usage on this corridor. Therefore Alternative A is irresponsible and ill fated.

Topic Question 3:

I would like to see passive speed control devices implemented. I would like to see better staffing of Rangers on the Moose-Wilson Road to slow traffic. I would like to see a limit of passengers in vehicles to limit the use of "safari" vehicles that border on the width and weight restrictions that used to only apply to RVs and larger trucks. I believe that these types of measures would help to reduce traffic and protect wildlife corridors.

Topic Question 4:

As a constant bicycle commuter on the Moose-Wilson Road, I would like to see more safety measures taken for non-motorized users of the road. Pedestrians and cyclists face a grave danger when vehicles travel too fast, take turns too wide, swerve to avoid potholes, or suddenly pull into/out of traffic without looking for smaller users of the road.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2090

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Correspondence Text

Topic Question 1:

Closing the road to vehicular traffic two days a week should be extended to seven days a week with shuttle service providing the only access to this area.

Topic Question 2:

Paving any new parts of the current moose-wilson road would not protect and maintain any of the seven fundamental resources identified in the plan. Building an adjacent pathway would also not protect or maintain 6 of the 7 fundamentals, the one fundamental it would help is visitor experience.

Topic Question 3:

One strategy not included is the complete closure of the road to all vehicles including commercial and private. To really protect and maintain all seven fundamentals listed, closing the road year round to traffic is the best option. One option to protect and maintain the visitor experience is to provide access via shuttle, either bus or train. An efficient and well-timed shuttle service can provide low-impact service to all trailheads, cultural sites and wildlife viewing pullouts.

Topic Question 4:

In considering all options for the best way forward with the moose-wilson corridor, it is imperative that the park considers what is best for itself, its natural resources, and its visitors (in that order) and NOT what is best for teton county, jackson hole mountain resort or anybody who views the road as just a way to get from point A to point B. I truly hope the park service can put together a plan that maintains the natural integrity of this corridor.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2091

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Correspondence Text

Topic Question 1:

Option D is the only truly safe and equitable way to include bicycle traffic in the plan. All other options only give lip service to bikes and do not address safety issues that result from cars and bikes sharing the same road.

This strategy will also encourage bicycle use in the park and reduce the volume of traffic on the road even further.

Topic Question 2:

Because they do not take into account the solution to the problem. Bicycles. Slower, safer, more efficient. People will choose to ride if they feel safe doing it.

Topic Question 3:

Buses buses buses. Make everybody park their cars in one spot and take buses throughout the park. Other national parks have successfully utilized this option and it makes for a far better experience overall. With ever increasing number s of visitors I believe this is inevitable. Unless the caldera blows.

Topic Question 4:

Believe in bikes . They are the solution, the future.. Less pollution, noise, parking and less impact on the wildlife.

People don't need to drive in their cars everywhere they go it's time to embrace a part of the solution and not let old school anti bike sentiment get in the way.

Oh yeah and buses.

Comments: It's time to reconsider mountain biking in the national parks. Horses are allowed why not bikes? A bicycle has less impact than a horse on trail sustainability. Or ban the horses. That would be fair and I would shut up. Why should they be able to go out there, hammer the trails and crap on everything and a biker can't go ride trails in peace on public land with minimal impact. Just because that what has always been done I guess. And that's not a good reason.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2092

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Correspondence Text

Topic Question 1:

Alternative D provides the best chance of honoring the National Park Service's mission of protecting the resource and providing for visitor enjoyment.

Topic Question 2:

Alternative A is the worst choice because it leaves untouched a problems that most people acknowledge exists.

Topic Question 3:

The National Park Service did a commendable job in identifying alternatives that respect a range of opinions on this issue.

Comments: Wallace Stegner said "National Parks are the best idea we (Americans) ever had."

Ken Burns added texture to that statement thru his PBS series titled "National Parks: America's Best Idea" - a 6-episode celebration of the first 100 years of this inspiring vision.

But when the Service celebrates its second hundred years in 2116, will that sentiment still ring true to a tech savvy multi-tasking citizenry? Hints to that answer may very well be found in how officials elect to manage the MW corridor.

Alternatives A and B seem to lack imagination and reflect a type of retro management that is not going to attract new constituents to the park.

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

Alternative D embraces the most forward looking and creative set of choices. It recognizes that there are many ways to enjoy our national parks including front country travel by bicycles and wheel chairs. It seeks to protect park values using real time information instead of arbitrary openings and/or closings. It opens the possibility that friends groups, such as Grand Teton National Park Foundation, are capable of raising funds for visitor centers, trails, and 'yes', maybe a bike path. It gives weight to technology in helping manage congestion. Finally, it asks the community to help instead of stigmatizing them as the source of the problem.

In other words, it's a solution that sets an optimistic vision for the next 100 years.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2093

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

D - - Comes the closest to balancing wildlife habitat and human enjoyment of the Park. Safety for cyclists is also a high priority for me.

Topic Question 2:

B & C Do not address the rights of visitor's enjoyment of the Park and their safety.

Topic Question 3:

YES. Improve and pave the whole road, do not ration usage, plus build a bike path.

Topic Question 4:

The Park errors in not considering the human species on the same level as wildlife species. The Park is to be preserved for human enjoyment, and reasonable, safe access for humans to the Park.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2094

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2095**

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Correspondence Text

Topic Question 1:
D is better for wildlife

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2096

Author Information

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The best strategy is embodied in Alternative A. Maintaining historical use best protects the visitor experience for this and future generations.

Topic Question 2:

Reconfiguring Death Canyon trailhead would be detrimental to the visitor experience.

Any strategy that in anyway reduces motor vehicle traffic is detrimental to the visitor experience should not be carried forward.

Topic Question 3:

Yes, as I stated in my scoping comments, there should be a strategy that evaluates working with Teton County to develop a paved road along the south boundary of the park and over the Snake River to provide for a connection to Highway 89 near the Jackson Hole airport. Its is irresponsible to not include such an alternative, as this will have an immense impact on how the Moose-Wilson Road is utilized, and frankly is the only way to conduct a meaningful analysis of whether any change in the current management of Moose-Wilson Road is warranted.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2097

Author Information

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Correspondence Text

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2098**

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Correspondence Text

Topic Question 1:
See attached letter

Topic Question 2:
See attached letter

Topic Question 3:
See attached letter

Topic Question 4:
See attached letter

Comments: To: Grand Teton National Park
Attn: Moose-Wilson Planning Team
Date: September 15, 2014

Subject: Comments on the Moose-Wilson Corridor Preliminary Alternatives

Dear Moose-Wilson Planning Team,

Please accept the following comments on the preliminary alternatives for the Moose-Wilson (MW) corridor in Grand Teton National Park. I do not support any of the three "action" alternatives because each one has elements that are not in keeping with the goals and desired conditions so eloquently

expressed in your NEPA brochure. None of the alternatives are an improvement. I conclude that the best alternative among the four presented is the "no action" alternative. I request that the NPS go back to the drawing board to develop new preliminary alternatives more in keeping with the goals and desired conditions. This corridor is too critical for wildlife and park values to ruin it by charging ahead with the dreadful "action" alternatives proposed.

NPS has done an excellent job compiling a list of goals and desired conditions that are spot on. However, many of the aspects of preliminary alternatives B, C, and D are incompatible with these goals. The Moose-Wilson corridor is a place for unhurried opportunities for wildlife viewing and a rustic park experience that is like no other place in GTNP. It is not an appropriate place for a thoroughfare from Teton Village to the airport, a separated bike path, paving additional sections of the road, or making them wider. The Moose-Wilson corridor is a unique experience the way it is. It is precisely what makes it different from the Jenny Lake area that makes it so special. GTNP should preserve its rustic character and charm and not turn it into another Jenny Lake mess with park service "improvements".

I recognize that there are problems with the no action alternative, but at this point, this is the only preliminary alternative that I can support. A new alternative should be crafted to minimize construction and habitat destruction that inevitably occurs during any construction project, which invariably involves heavy equipment. The elements of a new alternative that I think will accomplish these goals are:

1. One-way road - Include a new alternative that makes Moose-Wilson a one-way road. This will reduce traffic on the road. It is extremely disappointing that the planners have bent to pressure from local special interest groups, developers along the Teton Village Road, and local elected officials (Teton County Commissioners and the Wyoming Congressional delegation) and not even put forward this alternative for the public to comment on. This is a National Park and you should do what is in the best interest of the entire nation, not the local special interests. If vocal locals with special interests had their way in the past, GTNP would never have become a national park.
2. No additional paving - Do not increase the amount of pavement on the road. Keep the gravel sections unpaved including the road to the Death Canyon trailhead. A simple solution is to grade the road to the Death Canyon trailhead. Maintaining dirt sections unpaved discourages folks trying to drive through as fast as possible to get somewhere else and encourages a slower pace that is more compatible with wildlife and wildlife viewing. Encourage use of the road for reaching destinations within the MW corridor and don't cater to others who desire to speed through.
3. Consider 'unpaving' the paved section of road - Instead of proposing to pave unpaved sections of the road, why not let the paved section of the road deteriorate, which would discourage through traffic and encourage use by those needing to use it to reach destinations along the road.
4. No additional road width - Do not increase the width of the road. Slow down traffic and encourage visitors to take in the irreplaceable, unique wildlife-rich, MW corridor experience.
5. Striping to accommodate cyclists - Stripe the paved portions of the road with one lane for cars and one for cyclists. Place a sign at the entrance to the unpaved road to alert cars that cyclists are sharing the road.
6. Limited road realignment and no entrance station relocation - Use the current roadbed with the exception of the portion of the road past the beaver ponds and wetlands. The current situation with bears frequenting the area is easily managed by GTNP closing the road until the bears move a safer distance away. The situation with the beavers is less manageable. Realign just the northern portion of the road that goes past the beaver ponds and the hawthorn bushes. It is incompatible with the goals and desired conditions to turn this road into a fast thoroughfare between the Teton Village road and the airport. Do not realign the northern most section of the road. Although a reason for doing this and moving the entrance station was not provided, I can only surmise that it is to collect additional fees. The habitat destruction and disturbance is not justifiable. Visitors entering the MW road from the south will already

pay fees. Do not realign the section that goes past the Murie Center access road. I can see no benefit to moving the entrance station and realigning that section of the road.

7. Don't restore to natural conditions the old segment of road around the beaver ponds if the road is realigned. - Minimize construction activities. Just pull up the asphalt but don't plant anything. Let the beavers flood it. They will reclaim it on their own. The old road can be a walking path to visit the edge of a pond to watch beavers at work.

8. Build no pathway -I do not believe this is an appropriate place for a separate bike path. There are already many miles in Teton County of separated paved bike paths that provide cyclists like myself with scenic and safe options that are better suited for cycling. Moose-Wilson corridor is important bear habitat and it is not in keeping with park values to encourage more habitat destruction for pathway building. The Rockefeller family donated so many acres to GTNP (there would not be a GTNP without the generous gift and vision of the Rockefeller family) that it is unconscionable for the park service to propose construction of a pathway around the southeastern boundary of the preserve when the Rockefellers were very precise that these uses were strictly forbidden within the preserve. Section 3.8 of the Jackson Hole Preserve Inc. (JHPI) specifically prohibits bicycles in the list of allowed non-motorized uses, except in an emergency (Section 4.8). Section 4.7 (conservation easement across the Laurance S. Rockefeller Preserve) prohibits building a bike path or road. GTNP should honor their vision, not totally ignore it by building a pathway within the Moose-Wilson corridor. The goals and desired conditions are better served by encouraging folks to get out of their cars and hike and watch wildlife, not speed through in a car or bike on their way to get somewhere else.

9. Reduce speed limits along the road and add speed bumps - Encourage visitors to slow down and enjoy the journey not as a means to get somewhere else.

10. Prohibit commercial traffic including taxis - Taxis passing through are not compatible with the goal of encouraging visiting destinations within the corridor. The corridor is popular enough without encouraging commercial for-profit uses.

11. Do not move the Death Canyon trailhead or Death Canyon access road.

12. Shorten the season that the road is open to vehicles.

13. Keep current vehicle size restrictions.

14. No reservation system or hourly quotas - These proposals are too bureaucratic, difficult to manage, and should be scratched. Funds for the park are already short. Do we really want users to be that frustrated? Other proposals listed above will reduce the traffic and achieve the same goals without the need for a reservation/quota system.

15. Shuttle service - If the road remains 2-way, offer regularly scheduled small vehicle shuttles with stops at the LRP and trailheads, similar to shuttle services offered in many other national parks.

16. Do not allow winter grooming of the Moose-Wilson road - Although I am an avid cross-country skier, I do not support winter grooming on the MW road. I regularly skate (or try to but it is often not groomed) on the inside highway between Taggart Bradley parking lot and Signal Mountain. GTNP does not have the funds to groom this road and already relies on private donations and the County to groom it. Why allow for another use that the park cannot maintain? There are already many places to ski along groomed trails in the area. Let's leave the MW road for quiet, slow exploration uninterrupted by the disturbance of grooming machines.

I also have a few questions that should be better explained or rethought when the alternatives are revised:

1. It is not clear what is meant in Alternative B under Visitor use/Interpretation by "a sense of arrival experience". More details are necessary to comment on this and decide if this is a good thing or not.

2. In Alternative D, how does realigning two segments of road mean "no substantial changes to the alignment"?

Moose-Wilson corridor should not be a route for the quickest, shortest transportation to and from somewhere else. Increasing speed and ease of vehicular travel through additional paving and widening will not obtain the Park's goal of natural soundscapes and acoustic resources and visitor experience in an outstanding natural environment. This important issue will affect future generations and their ability to enjoy this rustic resource in the special way I have for many decades. Do the right thing and rework the alternatives to preserve fundamental park values unimpaired for future generations. Thank you for considering these comments.

Lorie Cahn



Jackson, WY
83001

cc: Wyoming Congressional Delegation
Teton County Commissioners

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2099

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Correspondence Information

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Correspondence Text

Topic Question 1:

I like the re-routing of wetlands area and the improvements of the Death Canyon trailhead in Alternative D. Thanks for including a MUCH needed restroom at Granite Canyon.

Topic Question 2:

I hate the idea of "limits" or "reservations" - -if people are willing to sit in congestion, let them. I also hate the idea of closing the road to vehicles on certain days. Please don't limit access- -this is not what a National Park should be doing. The Moose-Wilson Road is a jewel much like the Jenny Lake area. It is so special. Please don't ever pave it all the way through. That will just invite MORE commuter traffic. Commuters have a "right" to pass, but let's keep it scenic and wild, ok? The alternative use pathway is great IF there is money for it. I would personally love it, but hey-it's the taxpayers paying for my playground.

Topic Question 3:

Parking at Granite could be increased and improved.

Topic Question 4:

Please don't pave Paradise!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2100

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Correspondence Text

Topic Question 1:

Question 1: Alt A: Bicycles continue to be allowed on road only. No new pathways due to wildlife and habitat impacts. Alt B; reduce speed limits for safety and to minimize wildlife disruption.. Realignment of northern portion of road to allow for sensitive wetlands and wildlife areas to be undisturbed..
Alt C: unpaved remain unpaved to minimize vehicular speed and maintain a more pristine environment.
Alt D:realignment of northern portion of road to stay away from sensitive wetland and wildlife habitat

Topic Question 2:

Question 2:

Alt A: Existing road configuration is not acceptable due o impacts on wetlands and wildlife near the ponds ,etc. Need to realign northern sections of road. Commercial activities should be limited and managed by GTNP. Alternative A is not acceptable as is in terms of management, negative impacts on wildlife and wetlands, traffic congestion.
Alt B: no new paving. need new aiignment for norther section. bicycles should have use of road only when open to other vehicles. no commercial activity.
Alt C: difficult to manage or monitor closing road 2 days per week. need a better way to manage traffic volume and flow. Road need realignment on norther section. Bicycle use should match vehicular use.Commercial use should be very limited and subject to GTNP control.

Alt D: need to realign norther section of road to protect wildlife and wetlands. NO multiuse PATHWAY.due to substantial disruption of habitat, wildlife and risk of human interaction, impacts of tree removal and paved surface area.

Topic Question 3:

conclusion:

Hopefully we can find a way to: limit traffic volume and flow; realign the norther section of the road; not add to impact and pavement with a pathway system; focus on the unique qualities of this special area by minimizing impacts to wildlife and habitat.

The closure of the M W Road this week due to hungry grizzly bears says it all. The picture in Jackson Hole Daily on 9/11/14 on the road depicts the wild nature of this important habitat, the need to protect the critters as well as potential human encounters.

Topic Question 4:

see Question 3 above.

Thank you for the opportunity to participate in this process.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2101**

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I realize my previous comment about one way traffic is un-clear. I prefer the road be one way from LSR to Moose ponds Overlook. The road from South to North. When I stated no pedestrian access this includes no additional bike path. No bike path at all. If this alternative is not viable then close the road at LSR from village completely. No road to Moose Ponds. db

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2102

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Correspondence Text

Topic Question 1:

Preliminary plan D is the only plan with a bike path, and is the only plan I support.

Topic Question 2:

There is too much traffic on that road. It needs to be straightened and paved. Or better yet, move the road so that it goes directly to the Snake River bridge, and leave the existing road as a slow, wildlife viewing road.

Topic Question 3:

A bike path away from the road would be great. I don't understand why you put the existing Jenny lake bike path next to the road. All you hear are the sounds of cars, and all you smell is the exhaust of cars. Would you ever build a hiking trail next to a road? No. Why? because the hiking trail would suck. You built a terrible bike path next to the road. Make a good one here. This is your opportunity.

Topic Question 4:

It's time to acknowledge that the Moose to Teton Village road is overcrowded. The valley now has too many people, and it's only going to get worse. Make the road more appropriate for the crowds. Make it faster and straighter. As it is now, it's annoying when you want to pass a car, and it's annoying when you are the car being passed. It basically is awful for everybody. It's an ancient road that is obsolete. You can do better.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2103

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Correspondence Text

Topic Question 1:
ALt D with a Separate Pathway, even if it had to be squeezed next to 2 lane road in places where private land or marshes exist.

Topic Question 2:
B and C deny use and create too many problems for a lot of folks.

Topic Question 3:
I don't have any.

Topic Question 4:
Alternative A just delays the inevitable.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2104

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Correspondence Text

Topic Question 1:

Promote shuttle system to encourage visitors to arrive without a car, and maximize wildlife corridors and use topography to reduce speed & traffic.

Topic Question 3:

None.

Comments: Dear Superintendent Vela,

As someone who has visited and bicycled through the Tetons, I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife of this road and am concerned that unacceptable traffic impacts and calls for increased development could irrevocably impact wildlife. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

There is enough commercial traffic plying its way through the Tetons already. Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future

small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2105

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Topic Question 1:

I appreciate the opportunity to share my comments, ideas, thoughts and feelings during the planning phase of the Moose-Wilson Corridor (MWC) Comprehensive Management Plan. Thank you for this opportunity

While I have lived in Teton County, Wyoming for over 40 years, have much enjoyed the MWC over the years for different reasons, have seen much development and many changes, I rarely submit statements or give prepared comments at public meetings, but at this time I feel compelled to do so.

I feel strongly that the following should be carried forward:

-Retain the south end of Moose Wilson as unpaved.

-Realign the two segments of road on the north end, and move them out of critical wildlife habitat. It is key to maintain wildlife habitat. The old segments of roadway should be removed and restored to natural conditions, this would, in fact improve the wildlife habitat.

-Establish traffic management techniques - while still accommodating access to the LSR, Death Canyon, and the Granite Canyon trailhead. This would reduce vehicle traffic while affirming access to the corridor's major destinations and have the benefit of supporting bicycle use on the existing road surface.

-For winter use, maintain the current traditional non-motorized access, e.g. snowshoeing, skiing, and walking, without grooming. This would maintain the solitude within the corridor, and provide a more

primitive visitor experience than elsewhere within the park, e.g. Teton Park Road. It would also be more compatible with improving the significant moose habitat within the corridor. If the north end road realignments occur, then the northern parking area should be located at Sawmill Ponds parking lot and/or at the new entrance station location, rather than at locations near the Murie Center. (Once you have realigned the road out of that heavily covered portion of the old road, it would be best not to encourage winter use in the restored area).

-Regarding formalized/paved turnouts, I would like no additional turnouts to be hardened, with the exception of adjacent to the north end realignment so as to provide improved wildlife viewing opportunities but minimizing impacts to wildlife in the southern portion of the corridor. The park should apply design solutions to roadside parking that would reduce resource impacts from parking off-road.

-Moving the Death Canyon trailhead is a positive action as long as the existing road is rehabilitated (back down to a trail width rather than road width) beyond the new trailhead, and that there is no net gain of total parking associated with that trailhead.

Topic Question 2:

- Increasing disturbance.

- Fragmentation of habitat.

- The no action alternative. The continued growth of vehicle traffic and its impacts can not be tolerated further, and should be reduced through future management actions by the NPS.

- Reservation system/vehicles per hour system, and/or closing the road to vehicles two days/week. These are complex and challenging techniques to manage, are unpredictable, provide no certainty to the general park visitor as to what they may be able to experience during their visit, and could lend themselves to being manipulated by special interests and/or commercial entities.

- A multiuse pathway parallel to Moose-Wilson Road along any segment. This would have unacceptable impacts to park resources and values. Further, a separated pathway more than 50 feet from the existing road would result in even more direct habitat loss than if the pathway were immediately adjacent to the road. Shared use of the road by bicycles and transit/reduced vehicle traffic would negate the need for any separate/parallel corridor.

- Allowing taxis. This is a commercial use that is not dependent on park resources.

- Allowing winter grooming. The park should provide a variety of experiences, and Moose Wilson lends itself to a visitor experience that is more primitive.

- Adding additional pull-outs with the exception of along the realigned northern segment.

- Adding extensive interpretive media/kiosks.

- Removal of large numbers of trees and vegetation.

Comments: I am very concerned with the loud, strident, vocal push by locals, individuals and groups, to add a bike path within the corridor. I do not believe that GTNP is able to nor mandated to provide

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

recreational opportunities for all visitors at all places at all times. I am concerned that the addition of a bike path within the MWC would extend that now small footprint and jeopardize critical habitat

While I would hope that GTNP would be able to work in concert with Teton County and Town of Jackson on this issue, I feel very strongly that decisions concerning MWC should be based on the primary purpose of the Park: Preservation and Protection of the Resource as clearly stated in both your document and in the 1916 act of Congress that established the National Park Service:

"The Service thus established shall promote and regulate the use of Federal areas known as parks, monuments, and reservations hereinafter specified by such means as measures as conform to the fundamental purpose of the said parks, monuments and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

As stated, the purpose of National Parks in general and specifically GTNP closely parallels the #1 priority of Teton County: Protection of the Resource, the land and habitat for Wildlife habitat. I understand that Wildlife and Wildlife Habitat consistently ranks as #1 priority of importance to Teton County residents.

I feel quite strongly that GTNP decisions on the MWC should here, in this time, reflect what is best for wildlife. The various myriad species: furred, feathered, slimmed, or scaled have no real voice in the decisions that seriously affect their habitat. GTNP needs to make decisions for the good of this important and valuable resource. Preserve and Protect the Resources...â€leaving them unimpaired for the enjoyment of future generations.

I feel quite strongly that individuals and the special interest groups they comprise should be willing, here and now, to give up their own personal desires for the common good, that is, for the good of wildlife habitat. The MWC is and needs to be considered as habitat critical to the preservation of the wildlife resource. The Corridor offers a contiguous area for movement of wildlife between the Teton Range, the Snake River, the Valley floor and the National Elk Refuge. There is, with the meander of the Snake River, a 'natural constriction' of habitat along the MWC and while I agree that moving portions of the Road to the East is necessary to enhance and thereby protect habitat, the widening of the road to accommodate the addition of a bike path would create more disturbance within this 'naturally constricted' portion of the corridor. Preserve and Protect the Resourcesâ€leaving them unimpaired for the enjoyment of future generations.

I feel quite strongly that the individual and special interest groups urging inclusion of a bike pathway do so for their own personal justification and gratification. By and large, bicyclists, as a group, are primarily intent on their own personal private fitness program. They do not generally stop to view scenery, flowers, birds or wildlife. Their purpose in pushing for the inclusion of a bike pathway does not parallel the stated purpose of GTNP or the National Park system. Preserve and Protect the Resourcesâ€leaving them unimpaired for the enjoyment of future generations.

I feel quiet strongly that the number of comments during this Planning Period should not be construed as "votes" for one type of plan, additions or subtractions to that plan. GTNP decisions should be determined by the stated purposes of the National Park System and the order of priority of those purposes. Preserve and Protect the Resourcesâ€leaving them unimpaired for the enjoyment of future generations.

I feel quite strongly that at this planning point, GTNP should again 'continue the notable conservation

story'; 'continue to inspire for future generations'. That said, I fear that we are again seeing a struggle between private (personal) interests and a serious concern to conserve the habitat ie. the Teton Range, the Valley floor, the Snake River corridor and the existing, historical, minimal impact of the MWC. This is an opportunity for GTNP to set a baseline of action and preservation for the future, for GTNP to control the situation pursuant to the stated Purpose. Preserve and Protect the Resourcesâ€leaving them unimpaired for the enjoyment of future generations.

I feel quite strongly that the addition of a bike pathway to the Moose-Wilson Corridor would impair the enjoyment of this section of the Park for current visitors and for generations to come.

I feel quite strongly that every compromise in the environmental arena is a loss. A loss for Preservation. A loss for Protection. A loss for habitat. A loss for the environment. The addition of this bike pathway would be this type of compromise.

I am proud to live in a community as diverse as Jackson and I understand the many challenges for the community that this diversity creates when building a Comprehensive Plan, for a corridor or for an entire county. Perhaps that was the rational when the Jackson/Teton County Comprehensive Plan was written as it states: it "is not the goal of the community to overextend our resources or jurisdiction into adjacent communities or State and Federally managed lands." (Policy 3.5.b: Strive not to export impacts to other jurisdictions in the region). I feel quite strongly that it is not incumbent upon GTNP to provide recreational pathways and opportunities for all visitors to the Park be they locals or out-of-towners.

The opportunity is available to minimize impact on the environment. Preserve and Protect the Resourcesâ€leaving them unimpaired for the enjoyment of future generations.

The answers to this planning sequence lie in GTNP's own stated Purpose: Preserve and Protect the Resourcesâ€leaving them unimpaired for the enjoyment of future generations.

Please, keep the corridor a minimum width in order to preserve habitat. The less development, the less disruption of habitat.

Again, thank you for the opportunity to comment.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2106

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Topic Question 1:

Do nothing from Alternative A is the only proposed strategy that I fully agree with. All the other alternatives envision major changes that will deter wildlife and increase traffic, particularly bicycle and pedestrian traffic which will scare off the animals and negatively impact their use of the corridor habitat.

Topic Question 2:

The worse strategy is the addition of a bike pathway, for the reason stated above. Bicyclists are a vocal and well-funded advocacy group in Teton County, but there are numerous (expensive) pathways all over the area, whereas there are very few relatively undisturbed wildlife habitats. Realigning the road & paving the graveled area should not be done for the same reasons - - will increase traffic & negatively impact wildlife.

Topic Question 3:

Reduce speed limit - - enforce it and/or add speed bumps to slow down traffic.

Add and/or widen pullouts so that vehicles stopped to watch or wait for wildlife can do so.

Topic Question 4:

The corridor is a precious one for wildlife and preserving that aspect should be the NPS' top priority. Improving through traffic from Teton Village to Moose and the airport is not a valid objective for the Park. Nor is providing more opportunity for bicycling and hiking, which is already amply provided in the Park & elsewhere in Jackson Hole.

Comments: Grand Teton National Park is a national resource, and not just an amenity for local Jackson

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area residents. The great majority of people who visit are really interested in viewing wildlife in its natural habitat, and there aren't many places in the country where they can do that. Expanding Moose-Wilson Road, and making it more of a transportation and recreational corridor, would severely limit the opportunity for tourists and residents to see wildlife there, and would make it harder for wildlife to use the natural habitat safely.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2107

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Topic Question 1:

1. Continue monitoring all traffic uses annually to have basis for management decisions going forward.
2. Close the road to through motorized vehicle traffic at LSR Preserve Parking Lot. Two way access from both Moose and Teton Village (Granite Canyon). May consider park administered shuttle when needed. Objective is to eliminate through traffic using this as a part of local road system. It is up to Teton County, Wyoming Department of Transportation, and Town of Jackson to improve capacities of their public roads to accommodate the traffic impacts of developments on private lands. Accommodating those impacts is not a responsibility of Grand Teton National Park. Other agencies could follow Wyoming Department of Transportation recommendations to widen State Hwy. 390, State Hwy. 22, construct Tribal Trails Connector, pave and improve Spring Gulch Road, and follow up on Wyoming Highway Department 1972 planning study for a road crossing from Gros Ventre Junction to Teton Village. These efforts should be initiated prior to insisting on through traffic on the Moose-Wilson Corridor in Grand Teton National Park.
3. Relocate road north of LSR Preserve per Alternative B. Use cross-section: two 8 ft. vehicle lanes, one 6 ft. bike lane.
4. Bicycle use per Alternative B. Do not permit gonzo fat snow tires with chains - send them to National Forest.
5. No commercial traffic, except GTNP regulated shuttles as per Denali, Zion, Yosemite, others.
6. Relocate Death Canyon trailhead per Alternate B.
7. When Barker life estate ends, stop plowing at Moose Ponds Overlook. No trail grooming. Let the area rest.
8. Improve parking at Moose Ponds Overlook, Granite Canyon, Horse Trailer parking.
9. Do not pave remaining gravel section.

Topic Question 2:

1. Continued two-way travel between Moose and Granite Canyon will lead to increasing traffic numbers (most of it through traffic), pressure to pave and improve road to accommodate the traffic impacts of future development at Teton Village and subdivisions on West Bank.
2. No boating, rafting, paddleboarding on Phelps Lake - it will become Coney Island like - see String Lake on a weekend - mostly locals.
3. No separate pathway. With elimination of through vehicular traffic bikes and cars can share the road.

Comments: This portion of Grand Teton National Park has never had a real Management Plan and increasing visitation trends are identifying issues which must be addressed. The two major impacts of increasing visitation are on wildlife and the LSR Preserve.

For wildlife this is a portion of the park adjacent to lands to the west where wildlife is routinely hunted, sometimes legally, sometimes, in the case of protected species, not legally. Grand Teton National Park lands are among the few adjacent refuges for these species.

The LSR Preserve was established in 2009 to commemorate and put a face on land conservation, as evidenced by the numerous Rockefeller gifts responsible for much of the park itself. The values for which the park was established include natural sounds which are diminished by sounds of visitation. As Grand Teton National Park has expanded eastward, many of the uses once permitted have been ended: Jenny Lake store and gas station; Wyoming State Highway moved from Moose-Jenny Lake-Moran to east side of Snake River; and cattle grazing. The Moose-Wilson Corridor has a more restrictive noise limitation from aircraft by virtue of location. This area deserves special protective consideration.

The most effective alternative to protect these two values, wildlife and solitude within which to contemplate, is to eliminate the opportunity for through motorized vehicles who are not using the roadway to access any park destinations along the corridor.

Various suggestions have been made in several alternatives for consideration of: one way traffic, alternating one way traffic, a reservation system, real-time notice of open parking spaces at LSR Preserve. All I have heard of are poorly understood by their proponents, would create unnecessary ambiguity on the part of visitors, would deny to once in a lifetime visitors to Grand Teton National Park an opportunity to experience the LSR Preserve, and would be an administrative challenge to enforce.

A closure gate at the LSR Preserve prohibiting through traffic, except for administrative and emergency use, is the most effective, most inexpensive, readily placed of any proposed strategies.

As to the legitimate users of this road for accessing Granite Canyon and LSR Preserve from the south, and for accessing LSR Preserve, Death Canyon Trailhead, White Grass whatever, and Moose Overlook Ponds from the north, they would all have access and be able to return the way they came in.

As visitation counts to LSR Preserve continue to increase over time, it might be desirable to provide park Concessionaire shuttle service from Teton Village and Moose Visitor Center to the LSR Preserve with stops at other attractions along the route. This is common practice in many National Parks; Denali; Zion; Yosemite; Acadia; Glacier.

One of the often unacknowledged factors in this issue is the strong political and economic desire for full time through traffic on this corridor. The basis for this is the fact that the distance from Teton Village to

the Jackson Hole Airport via this corridor and Moose is 11 miles compared to a distance of 22 miles through the Town of Jackson and its' traffic delays. Both the Jackson Hole Ski Corporation and private residential developers around Teton Village will be lobbying strongly for the kind of "creeping incrementalism" which Interior Secretary Jim Watt brought to the Jackson Hole Airport when he authorized the 50 year lease extension agreement for the airport in the 1980's. They will all profess to want the existing crooked road, but they know that increasing traffic inevitable leads to accidents, upgraded roads and higher speeds - the very threats to the values in this portion of Grand Teton National Park.

This political and economic lobbying will continue regardless of the outcome of this study and for that reason it is important for the NPS to continue the factual monitoring of usage on the roadway. In this instance the proper action is to not establish a subjective "trigger point" where traffic is too much, but rather to acknowledge that the first step is to eliminate through traffic, perhaps then follow up with shuttles from either end. Why not start with a true Grand Teton National Park/LSR Preserve Alternative from the beginning? It would be the balance to the No Action Alternative. Perhaps call it Alternative E (END GAME). If that Alternative E was selected and contested, defend it in court now rather than drag it out over 20 years as we have done with snowmachines and wolves in Yellowstone.

Local elected officials: County Commissioners, City Councils; State Legislators; Governors; and Congressional delegations too often come down on the side of loud or influential commercial interests rather than collaborating in a responsible way with federal land managers. They often talk sustainability but usually are referring to their economic bottom line, not acknowledging that the values on the federal lands are responsible for their healthy economy.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2108

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Topic Question 1:

Wyoming Pathways supports the basic concepts and key elements included in Alternative D in the preliminary alternatives newsletter. We recommend several modifications and additions to Alternative D be considered, to provide the public an "Enhanced Alternative D" as the "Preferred Alternative" in the upcoming Draft EIS phase of the planning process. The additions and changes recommended for Enhanced Alternative D are noted in our response to Questions 1&3 in this comment letter.

We support an Enhanced Alternative D because it continues and better manages two-way road access, adds alternative modes, reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values. An Enhanced Alternative D benefits area wildlife with better managing motor vehicles, and encourages diverse park visitor access for safely enjoying the corridor outside of the car. Enhanced Alternative D would best achieve a sustainable balance of excellent resource protection for this and future generations along with a providing very high quality visitor experience.

Well implemented, Enhanced Alternative D will inspire and enable a shift of 10-30 percent of visitors to use bikes, walking or transit. Enhanced Alt D will be the most sustainable of the options. It will best engage the significant resources of the gateway community of Teton County, Town of Jackson, Teton Village, and other local partners, to assist in the success of Moose-Wilson park section and the connected public and private lands.

Park values are best protected under an Enhanced Alternative D, which recognizes that wildlife and park visitors can be thoughtfully managed together, the essence of National Park mission under the Organic

Act. Under Enhanced Alternative D, visitors will experience the Moose-Wilson corridor of Grand Teton National Park in a way that is respectful of natural resources, informative, inspiring, and safe.

Enhanced Alternative D enhances the visitor experience in an environmentally responsible way - providing public access with reduced traffic impacts to wildlife, smart public transit and greater safety for the non-vehicular park visitor on a needed pathway.

Topic Question 2:

Gates and closures (such as Alternatives B and C) are bad solutions to traffic management. Gates and closures shift, and most likely increase, the number of motor vehicle trips area wide, including on already congested Grand Teton National park roads and highways. They also fail to work for nonmotorized park visitors.

The National Park section of Highway US 26/89/191, from the south entry of Grand Teton National Park north past the Airport to Moose, has existing safety problems that far exceed those on Moose-Wilson. From a safety side, these include both a history of motor vehicle crashes and a documented hot spot for wildlife-vehicle collisions. Diverting additional traffic from Moose-Wilson directly onto the Park's main highway would add to these existing problems, potentially at greater impact overall to park wildlife and park traffic safety.

From a transportation standpoint, the Grand Teton National Park section of US 26/89/191 currently borders on capacity for a two-lane highway. Traffic counts at the park boundary can exceed 20,000 vehicles per day in summer months. Speeding, accidents, and wildlife collisions are significant problems now. Gates and closures on the Moose-Wilson road would exacerbate the very real problems that exist on Grand Teton National Park's main highway.

For national park visitors and locals alike, under Alternatives B or C, to get from the WY-390 corridor (Wilson, Aspens, Teton Village), where many park visitors base from, to Moose and back will be a 50-mile round-trip instead of seven direct miles that could be experienced on foot, bike, transit or vehicle. The added carbon footprint of B or C, noise and air impacts, and added vehicle miles traveled (including in the park) would be significant and need to be studied.

The NPS Moose-Wilson planning process has failed so far to include these direct impacts of what happens if the gates and closures are implemented. Unfortunately the Preliminary Alternatives continues with that missing, yet critical, component.

There is a major distinction between the Moose-Wilson Road in Grand Teton National Park and situations such as Zion National Park. There the Zion Canyon Scenic Drive is a dead-end canyon with access to a unique park destination. By comparison, as the GRTE and local traffic studies show, Moose-Wilson road is intrinsically tied to the larger National Park and Jackson Hole regional transportation and recreation systems. Changes to Moose-Wilson have impacts both on the Moose-Wilson corridor, and have direct impacts to the connected transportation corridors of Wyoming highways WY-390, WY-22, West Broadway, and US-26/89/189/191, which is part of the Rockefeller Parkway.

We don't think the alternatives B and C have merit, but should they continue in the Draft EIS, it will be critical that the NPS EIS study all the impacts, including those that are simply redirected to other park and local highways, with potentially greater impacts to park resources. The impacts to the adjacent

community of Jackson Hole and the adjacent National Elk Refuge would need to be studied. Both park and local impacts need to be studied more specifically in any alternatives like B and C that may move forward; that is, the EIS must do more than a simple glance in the cumulative impact analysis section. Those are significant direct impacts and need to be accounted for and fully developed, with traffic models on all the impacted highways, in any B/C type alternative that moves forward.

The negative impact of shifted and increased traffic would be bad for the environment and bad for park wildlife that live outside the corridor, especially along area highways, including the main National Park route, which will inevitably see more traffic and wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose.

The Alternative A, no action, is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies, and it fails to address park visitor needs and the benefits of a pathway along the corridor.

Instead of closures, park visitors and the gateway community of Jackson Hole can help the National Park Service by innovating real solutions that are better for the environment - like multi-modal transportation with managed motor vehicles, pathway, smart transit, TDM, education and encouragement.

Topic Question 3:

The following additional strategies should be included in what we have termed Enhanced Alternative D, which includes a complete pathway in the corridor. These include the following:

TRANSIT. Enhance and propose stronger Community Partnership on Transit.

There is only a weak reference to transit in the newsletter, with a vague shuttle services could be authorized. That's not good enough. The preferred alternative should include a more robust forward thinking transit component. Please add public transit, with small energy efficient vehicles serving Moose-Wilson, and commit the National Park Service to building a community partnership as a way to reduce traffic congestion even more in the future.

The Jackson Hole community has developed impressive capacity to partner with the National Park Service on transit for Moose-Wilson. The START bus is the largest transit provider in the State of Wyoming, and is now completing a \$30 million bus facility with help from a USDOT TIGER grant. The Town of Jackson/Teton County Comprehensive Plan clearly outlines strong local policy to support transit and help minimize transportation impacts. Teton Village brings additional capacity with access for bus users, parking, bus storage and maintenance, and willingness to partner with Grand Teton National Park. Working together, the National Park and community could create a win-win-win for park, park visitors, and community.

TDM. Enhance the TDM program.

There is significant opportunity to reduce demand for motor vehicle trips through a smart trips type of Transportation Demand Management 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. The preferred alternative should spell this out in the goals and the adaptive management strategies. 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 ride-share options to Moose-Wilson trailheads, and reduced NPS park staff generated trips, should be combined

with the public transit options recommended.

SAFETY. Improving safety should be added as a strategy along with reduce traffic congestion. Moose-Wilson should have a vision zero goal for crashes of all types.

PATHWAY LOCATION. The location of the pathway should be more flexible than 50, and the design guidelines would be better described as generally within 150 of the existing or realigned road (except the LSR section). This is needed provide more design opportunity to follow the contours and minimize cuts and fills and vegetation impacts, while enhancing the visitor experience.

The difference of the two design approaches is easily seen comparing the section of GRTE Pathway along the highway by the Airport, and the more curvilinear pathway from Moose to Jenny Lake. The Airport example is straight for long distances and sits on placed fill up to 5 high and 25 wide. By comparison, the Jenny pathway is low to the ground, follows the land contours, and is more enjoyable for visitors, while being lower impact on the park. For example, the native plant revegetation is nearly 100% successful along the Jenny pathway, and much less successful along the Airport section where steep elevated pathway side slopes have not taken seed nearly as well.

The active use of the pathway, much like a walk on a park trail, is essentially how visitors experience the park; the journey in fact is a part of the visitor experience. This experience needs to be designed into the pathway, as the best National Park designers have done since 1916, whether for an iconic trail or unique park road. Careful attention to the design and layout of the pathway is critical to provide the best experience and minimize impacts to resources.

MOOSE-WILSON ROAD CHANGES:

Wyoming Pathways supports the relocation of the section of road along the wetland on the north half. Shifting the road east, and adding a pathway, would be a net benefit to wildlife.

Wyoming Pathways is less clear on the solutions being proposed on the north end. In general, we support the need to have a gate on the north end, which would facilitate the peak season reservation system proposed in Alternative D. The map for Alt. D, which states, Relocate and replace the Moose Entry station is not well explained in the preliminary alternatives.

We were not able to find or view more detailed drawings that the NPS showed at the Open House, despite NPS statements that the drawings were available online. It would be helpful to see those.

ROAD STANDARDS.

It is critical in any new work that the NPS build to the historic Moose-Wilson standards; this should be no more than 20 wide, which will help slow traffic. No centerline paint or edge stripes should be used, because that would tend to increase speeds.

EXISTING PAVEMENT MINOR CHANGES.

On the south end, around 1990 when former Superintendent Jack Stark directed the paving of the southern 1-mile of Moose-Wilson Road from the Granite Entry to the large ditch before Granite Trailhead, it was paved wide at about 24, which is wider than the historic road sections. Future road surface work strategies could restore that to a narrower 20-22 foot width to save pavement and help keep speeds slow.

Also on the south end, the NPS should consider a strategy of extending the paving the short distance from

the large Lake Creek ditch where it ends now up to the Granite Trailhead winter gate. While it is not critical to the public use and function of the road, its worth considering from a maintenance and common sense standpoint. Its a short section that sees constant wear and is very difficult to keep graded. As in the above comment, if this strategy was used, the pavement should only be a 20 wide cross section, with a safety edge type construction as noted in the Road Safety Audit.

WILDLIFE VIEWING OPPORTUNITIES.

The Moose-Wilson Road Realignment strategies should include adding visitor viewing opportunities of the moose pond that will no longer be visible from the new realigned road. Some type of wildlife viewing trail should be provided to allow that special experience that the road currently provides so many visitors each year.

TURNOUTS AND PARKING.

Wyoming Pathways recommends that motor vehicle parking in the preferred alternative be minimized along the entire corridor.

BICYCLE USE.

This term is not fully inclusive of nonmotorized park visitors. The Draft EIS alternatives must develop this strategy into a more inclusive term for bicycle, pedestrian and nonmotorized use in all seasons. The proposed pathway strategy in D, a complete pathway from Granite to Moose, is a good start and highly supported.

To further improve Alt D, in the winter seasons, allowed use should include pedestrians, skiers, people on fat bikes and snowshoes these all need to be considered as part of nonmotorized human powered access that needs to be provided to GRTE. Wyoming Pathways specifically requests that a strategy of Fat Bike access be included on groomed roads and the Moose-Wilson pathway in winter.

COMMERCIAL ACTIVITY.

The strategy of guided bicycle tours should be expanded to also include guided Fat Bike tours as an option.

From an equity standpoint, not every visitor can afford to pay for a commercial guided tour of the Moose-Wilson. Consideration of the pathway as a way to encourage all visitors to be able to experience Grand Teton should be part of the decision to add the pathway. Access by foot, bike, and public transit is important so that Moose-Wilson serves all park visitors, not just the wealthy that can afford a guided tour in a motor vehicle.

WINTER ACCESS AND USE.

To further improve Alt D, in the winter seasons, allowed use should include fat bikes along with pedestrians, skiers, snowshoes; all these low impact healthy park access modes should be considered as part of nonmotorized human powered access. Wyoming Pathways requests that Fat Bike access be allowed on groomed roads and pathway in winter. A fat bike is defined as a bike with wide low-pressure tires at least 3.7 wide that are designed to go over groomed snow covered roads or pathways. Fat Bikes are a quiet, slow, safe and fun way to experience the park in winter. This is a sustainable low impact park visit access choice that should be embraced, as visitors could ride to the park from Teton Village and not need a motor vehicle at all.

WINTER CLOSURE.

The Moose-Wilson Road has historically been opened on May 1st. One problem with the Preliminary

Alternatives is that it claims the opening was changed to early/mid-May through October 31. All the Alternatives in the DEIS need to be corrected to open the road from May 1 through October 31.

INHOLDINGS.

It is a surprising omission that none of the alternatives show or describe any inholdings as an issue. 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.

While its great that two of the Stanley Resor properties on the south end have been acquired in the past decade or so, there are several more parcels that still need to be purchased. The acquisition of the Hartgrave place was good to see finally accomplished, but took far too many years to complete. Other 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.

Topic Question 4:

While it does not seem like its happened so far in this process, we hope that the Draft EIS and the preferred alternative takes into consideration the significant protection that has taken place in recent decades, and which the Jackson Hole community leaders are further prepared to assist the National Park with. 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 Rockefellers donation of the balance of LSR lands and creation of the new visitors center, and the purchase of additional inholdings like Hartgrave, White Grass Ranch, and other parcels, often facilitated by local community members that care deeply for Grand Teton National Park.

In addition, it is worth note that the community is not requesting that the road be widened, nor asking for year-round use, and comfortable continuing with restrictions on large vehicles and keeping the road curvilinear and speeds slow. Despite some critics claims, the community supports the managed sustainable access to the corridor, no road expansion, shift the road from sensitive areas, and keep it slow and narrow. The community, and many park visitors, simply ask to add a pathway for safety and visitor experience, and manage the traffic with smart solutions and collaboration with capable local partners.

It seems wildlife is thriving, and begs the question, what is the problem? We are told grizzly bears, an indicator species, are moving through. Elk herds are thriving; in fact there has been no discussion of actual wildlife problems in the Moose-Wilson discussion. Is there a problem if wildlife is thriving? The National Park seems to be spending significant resources because there could be a problem.

In the Road Safety Audit that the NPS conducted, 90% o the 42 crashes that occurred from 2002-2012 were property damage only, and of the 10% wth injuries, 3/4 were vehicle-bicycle crashes, was pedestrian involved. It would appear that only three wildlife-vehicle crashes were found in a decade of park records. That is remarkable; in fact that makes Moose-Wilson the lowest problem for wildlife-vehicle crashes of all park roads.

Since 2000, the number of animals killed on all other park roads has steadily increased. According to park news releases, a 31% rse in wildlife-vehicle collisions occurred between 2008 and 2010. While an average of 104 animals are killed annually on park roads, 162 vehicle-caused deaths were tallied in 2010 alone. Included in the 2010 data were 48 elk, 41 deer, 17 bison, 6 pronghorn, 5 moose, 5 bears, and 2 wolves.

Records of wildlife-vehicle collisions indicate certain trends and patterns. Statistics show that most of the accidents occurred between dawn and dusk along Highway 26/89/191 where the speed limit is posted as 55 mph.

However, the Moose-Wilson Road has the lowest levels of wildlife/vehicle fatalities of any park road because it is wonderfully slow, narrow and rural - and should be kept that way with an alternative like D, with fewer cars, smart visitor transit and a pathway.

The Road Safety Audit report does show that nonmotorized park visitors are the vulnerable ones. While it states the motor vehicle visitor is relatively safe, it also states, The perceived risk for bicycles and pedestrians in (Moose-Wilson) corridor is moderate-low to moderate-high.

A separate Moose-Wilson pathway is a safety need, not a want, especially for families with children, people with disabilities, and cyclists in general. It is imperative therefore for the Preferred Alternative to include a complete pathway. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap. This will be even more apparent when the new \$15 million pathway and Snake River bridge from Jackson to Wilson is completed, thereby connecting pathways fully from Jackson to Teton Village by 2015, and with the existing pathway connecting from Jackson to Moose and Jenny Lake.

Decreasing the increased traffic volumes for the long term is the Parks objective and that is possible only with Enhanced Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors. Alternative D will help make meaningful traffic reductions and adaptations so that wildlife can thrive and visitors can have access to their national park.

Comments:

The current 1976 the NPS Master Plan for Grand Teton provides solid support for a pathway along the Moose-Wilson Road. The Master Plan states specifically "Visitor facilities permitted within these [class III] lands include bicycle trails..." (GRTE Master Plan page 15). It also states "When visitors enter [the valley] zone, they gain opportunities to interact more intimately with the resource - to get out and get involved." And further "Some form of supplemental interpretive and transportation system must be devised for this [valley] zone, leading toward the eventual elimination of visitor dependence upon private motor vehicles for access to and enjoyment of these areas" (Page 20).

More recently, Visitor Use studies that have been completed by the NPS as part of a one million dollar investment in pathway research and supportive and should be considered in the Moose-Wilson EIS. These social science studies show extremely high visitor satisfaction with the new park pathways. Visitors have universally embraced the new mode of access, and companion pathway/wildlife studies show negligible impacts on wildlife, despite some park service unsubstantiated claims to the contrary.

These visitor studies should be recognized in the Moose-Wilson Corridor plan, supporting the need for pathway facilities in the Moose-Wilson corridor. It is quite encouraging that those studies showed such strong support for pathways.

However, it is disappointing that these Social Science studies that were paid with public funds are not available anywhere on the NPS website.

Wyoming Pathways would like to specifically note the following two studies, which we wish to attached by this reference as part of this comment: 1. Evaluation of Non-Motorized Use in Grand Teton National

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

Park Phase II: Post-Pathway Construction by McGowen, Gleason, and Hansen; and Analysis of Nonmotorized Use in Grand Teton National Park, 2010 by Eric Hansen.

Significant findings in the studies include:

• Non-motorized use increased nearly ten-fold after the pathway was constructed.

• With the pathway, non-motorized travelers felt safer and were more satisfied with nonmotorized travel options in the park.

• The type of non-motorized travelers in the park changed with the construction of the pathway. Proportionally, there were more older travelers, more children, more females, larger groups and more non-locals.

To quote the Hansen study conclusion,

"the one major suggestion given by almost everyone riding the pathway; Extend the shared use pathway. People love the pathway and want it to go farther. People want to get out of the car. People want to feel Grand Teton National Park. On a bicycle it blows in your face, it can be smelled, it is seen unobstructed, and the slower pace allows time for it all to soak in."

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2109

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Correspondence Text

Topic Question 1:
Proposal D

The Moose-Wilson Road should remain open in both directions, with a separate pathway for pedestrians and cyclists. The road needs to be improved from Teton Village.

I support a separate pathway - to insure SAFETY and enjoyment for runners, walkers and cyclists. I can't see that a pathway will significantly disturb wildlife; wildlife has large areas in the park where there are few people.

Topic Question 2:
I do not agree with doing nothing. Proposal A

Proposals B and C Many logistic (and resources) would be involved in closing the road certain days to motorists. This would frustrate and disappoint locals, tourists and hikers/climbers trying to access trail heads. Our Parks are for humans to enjoy.

Topic Question 3:
At the least, improve the road (fill potholes), and even better pave the entire road. Do not ration usage. Use the resources it would take to limit #s, to strictly enforce the speed limit. Word will spread quickly, if speed limits are enforced with strict fines.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2110

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Correspondence Text

Topic Question 1:
Maximum protection of the ecosystem

Comments: Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most

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

importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2111

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Correspondence Text

Topic Question 1:

I think the best strategy is to leave the Moose Wilson area as undisturbed as possible. I would maintain the road near the Lawrence Rockefeller Preserve and possible straighten part of the roads but no way do I think that area needs to be expanded for cyclists and campers. We comet the JH area every year because of the parks and the more natural the better. So plan A in philosophy and maybe correct road configuration to some degree. Traveler alerts for closed roads and full parking sooner that the park entrance would be helpful.

Topic Question 2:

An expanded parking for 60 cars near Death Canyonno way. Closing the road 2 days a week means to me that that many more people will attempt to drive through on the open days making for more traffic.

Topic Question 3:

Not let campers through the Moose Wilson entrance to the park. They shouldn't be going through, but I've seen many go through. Possibly restrict traffic thru that entrance as needed.

Topic Question 4:

Enforce the no campers going thru the park.....enforce the speed....and fix the road. Mostly enforce the

rules in place and allow the park to remain pristine .

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2112

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Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2113

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Correspondence Text

Topic Question 1:

I support alternative D. I believe it will lead to less traffic, and a safer experience for a more diverse group of visitors. Additionally, I believe it will encourage reduced auto traffic due to encouraging alternative transportation, while maintaining the least impact on the natural environment.

Topic Question 2:

Alternatives B and C would not achieve the goals of this plan. Given that a recorded 90% of vehicular traffic on this road is non-resident these alternatives will negatively impact the park's visitors' experience.

Topic Question 3:

I strongly believe a separate pathway is a safety need for all users of the Moose-Wilson route, it will significantly protect bicyclists and automobile drivers from endangering each other, while also encouraging a slower speed of transportation.

Topic Question 4:

Alternative D is the only practical solution for the park's visitors to encourage a slower, safer and more environmentally friendly corridor.

Comments: Please select Alternative D

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Correspondence Text

Topic Question 1:

Leave the existing road where it is but with improvements to turn outs. Leave the winding, narrow road to prevent wildlife deaths and to preserve the land as it is now. Limit car traffic, increase Park vans to transport people to trailheads and for sightseeing.

Ban taxis traveling to and from the airport.

No snowplowing is a good idea and make this a wonderful place to ski into in the winter.

Topic Question 2:

I like the idea of closing the road to car traffic a couple of times a week, but it may be confusing to visitors, and may mess up their travel plans.

Plans to move the northern section of the road east will destroy land and upset present wildlife daily migration, and cause wildlife deaths. The existing road is in the best spot it just needs to have turn off improvements. The unpaved section helps to keep speed down.

Topic Question 3:

Consider separating the bike path from the road, if surveys show that the bike path would have high usage and is really worth it. Place the bike path east of the road and keep the existing road where it is but with improvements to turn outs.

Topic Question 4:

Please see below.

Comments: It is important to save wildlife in this area for the Moose-Wilson Road to remain narrow and winding. As a part-time resident of the northern section, I see each day during the summer months, a huge amount of wildlife. There is an elk herd of about 100 who migrate daily from the western bench (west side of the present road) crossing the road and dropping down to the east to the Snake River. In the evening the herd reverses this. About a dozen moose travel from the moose ponds east across the flats and down to the Snake and back again daily. Presently the moose do not cross the road at all. Deer, black bear and grizzly bear are roaming this area. Many smaller mammals, such as the beaver also inhabit the ponds.

**In order to save the wildlife, I would like to see the road stay exactly where it is, but with improvements to the road and turnoffs. I do not think the visitors should be further to the east, let them enjoy the views they now have of the ponds but make it safer for them with appropriate turn offs. Let us not destruct any of the present beauty and wildlife with a new road and bike path.

Reducing the number of cars driving both ways at any given time would be helpful. I like the idea of monitoring this with gates and holding areas, though closures could be confusing to visitors. Transportation via vans to trailheads or for sightseeing, instead of cars is a terrific idea, perhaps this sort of transportation would negate the need for any cars at all driving the Moose-Wilson Road.

I think taxis should not be allowed to take this road to and from the airport, and maybe Teton County can re-visit the "North Bridge" over the Snake that has been on the master plan for so many years.

I like bike paths but how many people will really use it? Is it worth it? Can it be separated from the existing road and constructed east of the ponds. Is it safe to have hikers and bikers crossing the flats with grizzlies in the area? (I suppose it is not different than hiking the trails in the Park)

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2115

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Correspondence Text

Topic Question 1:
I believe that Alternative D is the best solution.

Alternative D is by far the best solution because it recognizes that wildlife and park visitors can be thoughtfully managed together. It is respectful of natural resources, informative, inspiring, and safe.

Topic Question 2:
Gates and closures do not work(Alternatives B&C)
I believe gates and closures are not a good solution to manage traffic. This instead, I believe will cause further problems with an increase of vehicle trips area wide.

Topic Question 3:
A separate Moose-Wilson pathway.
More public transportation.
No action(Alternative A) does nothing to help wildlife by reducing traffic and is not the right solution.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2116

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Correspondence Text

Topic Question 1:

Strategy B seems to be the best for wildlife. I think the first thing we should be considering is wildlife and the lowest impact we can make on the wildlife.

I guess that would mean to close the road to cars and only have shuttles available. The drawbacks to that are that it would add to the congestion in town. Would we consider upgrading the Spring Gulch Road as an alternative to closing this one?

There is also part of me that says Do Nothing. The bad road encourages you to drive slow.

Topic Question 2:

I do not want to see any habitat lost with this project. No bikepaths. No expansion of the road, no widening.

Topic Question 3:

I do not want to see the road become a bigger travel corridor (to get from Point A to Point B) however, if you live in Wilson or are coming over Teton Pass and want to go to the Park, having the Moose Wilson option is a better alternative than driving through the town of Jackson and contributing to that congestion problem. Thus it is hard to say No cars at all. If we continue to allow cars, everyone needs to drive slow and know the road is a slow zone. The problem comes when it is deemed a shortcut or people are in a hurry.

Topic Question 4:

If you are to leave it open to cars, then perhaps making areas "one lane" - like the Hanna Highway in Hawaii to avoid too close collisions..this gets people slowing down to where they have to stop... Speed bumps slow people down. I'd vote to repair the potholes as sometimes you feel like you may collide with someone while you are trying to avoid a big pothole. If that section is to be paved, it should include speed bumps.

I do not support a paved bike path that would further destruct habitat. We have alot of bike paths. This area is sensative. I'd almost say close it to cars but there are drawbacks to that too. The shuttle is a good idea but what if you are just using the road to pass through to the other trailheads?

As per the wetlands re-design, if it helps the habitat in the long run, then I am for it. Although it does seem like we are developing a new area and thus impacting a whole other area...Is that wetland area so impacted the road needs to be moved?

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2117

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D is the most appealing to me, however there are good part of each proposal. I am very much in favor of a bike path, however, I would like to see as little land disturbed as possible. The path could be next to the road to help with building and maintaing both. I would also like to see the road extend to the Death Canyon trailhead for both summer & winter access.

Topic Question 2:

Alternative A does not provide enough changes. The road is over stressed now & definitely needs improvements.

Topic Question 3:

Most of the strategies suggest pullouts, which I highly recommend. Commercial tours and tourists wishing to go slowly should be Required to use these pullouts to let through traffic pass.

Topic Question 4:

The addition of a bike path will be appreciated by so many tourists and locals. This is a perfect way to access GYNP and the pathway to Jenny Lake.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2118

Author Information

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Correspondence Information

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

I support alternative D and if funding is an issue then alternative A is acceptable.

Topic Question 2:

I do not support alternatives B and C. They are both impractical and do not improve public access to our national parks.

Comments: GNTP is one of our country's greatest treasures. It is meant to be enjoyed by all citizens and visitors alike. Their access should not be limited. Furthermore, a bike path will only enhance the experience of all. I find the concept of restricting vehicle access to a sign-up sheet and/or specific days and times to be absurd. I can easily envision a secondary market for time slot access to the park developing with mark-ups and premia going to admittedly creative entrepreneurs. I don't think this is the intent or the mission of the National Park Service. Moreover, much like the Griswold family from the classic movie "Vacation", I can only imagine the disappointment of a visitor who was unaware of these mundane restrictions.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2119

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2120

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Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2121

Author Information

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Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Maximize wildlife habitat.

Topic Question 2:
Improving the road and/or making a new road and bike path.

Topic Question 4:
I prefer alternative C. I'm a cyclist and I like the rural character of the present road and don't mind the short gravel section.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2122

Author Information

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Correspondence Information

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

Correspondence Text

Topic Question 1:

Wildlife and the resource must be FIRST. Reducing traffic, especially through traffic such as commuters, airport shortcuts, taxis must be addressed as a detriment to the mission of the Park but also because their perceived importance undermines the ability of the Park to preserve and protect the resource. North end rerouting to leave the berry corridor and the beavers and moose in peace. Controlled traffic patterns. NO SEPARATE PATHWAY

Topic Question 2:

Alternative D places the wrong priorities on how a national park should be managed. Parks must never compromise their mandate by feeling pressure from local and special interests.

Topic Question 3:

The ability of GTNP to make a decision without the inappropriate and self serving political pressure from local state and federal interference.

Topic Question 4:

Reroute northern end
finish paving southern end
allow bicycles on roadway and control traffic patterns.

Comments: Please do not compromise the animals and the natural resources of the MW corridor. There

are a couple of issues that provide the foundation for the debate.

Entitlement to use a precious area as a commuter corridor, adding unnecessary traffic for purely selfish human reasons.

The expectation of a well financed and politically influential private interest group to 'bully' the park into completing a 'grand loop'. Nowhere is there evidence that this is anything more than a 'want', not a need. The expectation that a national park situated in close proximity to a town must be forced to become no more than a city park with a view. It does not matter that GTNP is close to the wealthy and vocal Jackson, it must still be allowed to function as a national park-resource first, people of the entire nation and not just the locale second.

Please do not give in to political pressure. If you will make the right decision to stick to park principals of preservation, you will be eagerly supported.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2123

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I believe the best preliminary plan is Alternative D, specifically the element to include a multi-use pathway parallel to Moose-Wilson Road between Moose and the Granite Canyon Entrance. As a wheelchair user and hand cyclist, I want to experience the Park as an active participant and not a passive observer. In order to do this in a safe way, I need an accessible pathway where I am not distracted by looking over my shoulder for oncoming motorists. Alternative D would provide a park experience like no other, for able-bodied and disabled alike, and the chance to enjoy the ENTIRE experience with a completed pathway.

Topic Question 2:

Strategies like no action, or lack of safe, unpaved access are not needed. Areas that do not allow for space and protection for pedestrians and cyclists are not needed.

Topic Question 3:

Not at this time.

Topic Question 4:

I was thrilled to experience the accessible pathways from Jackson in to GTNP for the first time in August. What a life-changing weekend! As a wheelchair user, I am used to being relegated to the sidelines due to lack of safe access- forced to observe rather than participate. This pathway was a game-changer; and it was all inclusive! Folks of all abilities and "walks" of life were able to actively participate and enjoy God's amazing creation in a safe and accessible way. This gift should be available to everyone throughout the park as a completed pathway.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2124**

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Correspondence Information

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Correspondence Text

Topic Question 1:
I like option D because it allows for ongoing access all the time while keeping cyclists (like me) safe. I've ridden that road on my bike many times and had close calls with cars because of the narrow, winding road.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2125**

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:
Please see comments

Topic Question 2:
Please see comments

Topic Question 3:
Please see comments

Comments: As an organization dedicated to the protection of mountain lions and other large predators, we urge you to make preservation and protection of the wildlife and the habitat of Moose Wilson Road your priority.

There is no other state or public land outside of a national park that has the potential to protect animals as you do.

Please do not compromise. State lands are managed for the consumptive user, USFS lands are managed for multiple use, refuges are also often managed for consumption but parklands can proudly prioritize their commitment to the resource above all else.

Thank you for taking your responsibility to uphold the park service mission seriously.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2126

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Correspondence Text

Topic Question 1:

To achieve the majority of the goals as outlined by the "Goals and Desired Condition" statements in the "Moose-Wilson Corridor Comprehensive Management Plan - Preliminary Alternatives" it is necessary to limit the plan to the fewest changes in the Corridor. A few changes could even reduce the amount of disturbed land within the pathway. For example, relocating the Death Canyon trailhead as proposed in Alternative B would allow for the rehabilitation of the road and reduce it to a more narrow trail would achieve this goal. Formalizing pull-out and viewing areas would also help to reduce the amount of disturbance and degradation of vegetation along the Moose-Wilson Road as we see currently and if nothing is done to prevent the user created pull-out from expanding. The unpaved portion of the Moose-Wilson Road is already disturbed. This portion should be paved, but not widened. Paving the road would reduce the amount of sediment and dust abatement chemicals from entering the streams and Snake River that run through the Corridor. Most of the proposed changes outlined in Alternative B would achieve the goal of the least amount of disturbance. Although the road realignment outlined in Alternative B would result in some disturbance of land, if the alignment follows closely the existing gravel road (as outlined in Alternative B) little new land would be disturbed. The benefit of doing this would be to remove the road away from the hillside which is so important to bears feeding on berries, beaver in the spring fed ponds, and other wildlife. The realignment of the road to create a four-way intersection at the Chapel Road with the rehabilitation of the existing road would result in the end with less pavement once this has been accomplished. It makes no sense to add two entrance stations at Moose as is seen in Alternative C and D. This would only increase the amount of disturbance and reduce the visitor experience because visitors would be confused by the two entrance stations.

Topic Question 2:

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

Adding a pathway (as outlined in Alternative D), which would require an increase in the disturbed footprint of the pathway is counter to the goals as outlined by the "Goals and Desired Condition" statements in the "Moose-Wilson Corridor Comprehensive Management Plan - Preliminary Alternatives". Although bicycling in the park is an enjoyable activity, it is an activity that negatively impact wildlife. As the number of bears, particularly grizzly bears, increase in the Moose-Wilson Corridor the negative impacts of bicycles in the mix can only negatively impact the bears. This is also true for other wildlife including moose. Reducing vehicle traffic in all forms (bicycles, cars, and commercial vehicles) would have the greatest benefit to wildlife and also improve other aspects of the "Goals and Desired Conditions" such as the Scenery, Aquatic Resources and Natural Soundscapes and Acoustic Resources.

Topic Question 3:

One of the things that has lead to the degradation of the Corridor in recent years has been the increase increase in vehicle traffic. Alternative B attempts to reduce the amount of vehicle traffic by preventing through traffic at peak periods by putting a gate and two access roads and parking lots for the LSR Preserve. Another way of doing this with less land disturbance would be to close the road between the LSRP and the White Grass Road Junction during peak period. Alternative B proposes to improve the parking lot at this junction. People wanting to visit the LSRP could park here and walk or bicycle to the LSRP or a shuttle could be operated between this parking lot and the LSRP.

Topic Question 4:

Grand Teton National Park is at an important crossroads in regard to the Moose-Wilson Corridor. As parts of the park are developed there is a degradation of the park for wildlife, ecological communities and in the end the visitor experience of those who come to the park. Once an area is developed by adding something that does not currently exist, such as a separated paved pathway through the corridor it will be almost impossible to remove it, even if we see enormous negative impacts to wildlife in the future. Although recreation, such as bicycling is one of the reasons that people come to the park and enjoy the park, most would not choose bicycling over wildlife. I think that this is the choice here and once we make the choice there is no going back. The National Park Service has an obligation to protect its wildlife. This obligation, by law and policy, is ranked higher than allowing any recreational use in the park. There is conflict here and by trying to achieve both resource protection and recreation, resources in the Corridor will be impaired.

Comments: Increasing traffic in the form of more cars, more bicycles, more commercial vehicles, more horses, and even more people in the Moose-Wilson Corridor will continue to degrade the Corridor and the "Goals and Desired Conditions" of the Corridor. The Corridor has seen an increase in traffic and use in the last couple of decades and this use will only increase as more the area around Teton Village becomes more populated, as more and larger planes come into the valley. The pressures on the resources associated with the Moose-Wilson Corridor will continue, and unless we do what we can to reduce the threats we will lose the resources that people cherish in the Corridor.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2127

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Alternative D. Safe bike travel. Be an innovator, a leader, for other national parks

Topic Question 2:

Widening the road. This is such a special example of what a natl park can be. Dont ruin it and make it like all the others. This is the last place to exist with such a balanced ecosystem

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2128**

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Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Option D. I feel that this would be the most advantageous for both humans and wildlife. Part of the point of National Parks is to let people interact with nature and wildlife in a truly authentic setting. A pathway rather than a closure seems to solve this issue.

Topic Question 2:

Closure of the gates would be a mistake. It would severely change the experience at GTNP for the worse.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2129

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

The strategy of openness is one that the NPS should carry forward. You have done a terrific job of opening the opportunity to comment publicly and helping people to understand early the alternatives and the importance of the public to know the need for balance. Nationally, regionally, statewide or locally, people know more because of the preliminary alternatives. And for that, you have done a great service in helping to educate people and engage them in thinking about a better future for the corridor.

I also very much appreciate that you have alternatives that are based in compromise. It is an important strategy. While we can and should do the best we can for planning the best future, it will be compromise that is important to any strategy or alternative. For me, it is Alternative D with key changes (transit, a visitor center on lands outside the park) that is the best strategy overall because it is founded on a compromise of an admission of a limit, a dynamic capacity cap, on the Moose-Wilson Road. What is interesting about that is it would be dynamic - - seasonally and annually adaptable to the changing needs of the NPS and the corridor values and resources. We all have to agree that there can only be so many vehicles on the road, and then live with that. And people will. If you engage people meaningfully, they will do the best to share in good outcomes. If you educate people, they will go beyond best to reach out and help you even more. Alternative D is inherently positive. And optimistic. And those are what we know to be the heart and soul of the park service spirit. People aren't the problem. Chaotic management of people is the problem. Old school models of vehicle management are the problem. Instead, help people understand that getting out of the cars will be great - - get them into transit or on their own feet. Either way they can be educated to better help the NPS. Another point of excellence in Alternative D is the NPS engaging in technology as a great tool for management. Twenty years in the future, you will be seen as the smartest NPS unit for the forward looking effort of using technology well. Closures and gates are the

blunt instruments of the past. And for an aging support base, the NPS needs younger, technologically interested visitors. Please study the elements of Alternative D that are positive engagement with people, rather than shutting generations of potential park supporters out.

Topic Question 2:

Closures, gates or traffic jams don't make national parks more relevant to future generations. And relevancy is part of what the NPS needs going forward. Your support base is aging and America's best idea is threatened by being America's forgotten idea to Americans who don't have the chance to visit - - and won't if it's harder to access. Enhance NPS relevancy to the public so that people support the NPS for the serious financial needs of the future. Relevancy happens from experiencing public access to public lands. Not theoretical. But actual. Access managed well so that resources are protected. The big picture is important in the example of the Moose-Wilson Road. Grizzly Bears as a species will not be jeopardized by a reduced number of vehicles on the Moose-Wilson Road or by a well designed pathway placed sensitively. Manage adaptively - - control it. But don't close it.

And don't make it one-way. You will be placing wildlife in harms way with a one-way road. People drive faster on one-way roads. And if there is cyclist access two way on a shoulder of a one-way road - - that is a hotbed of accidents and tragedy waiting to happen. Please don't study ideas that are harmful to both wildlife and people alike with one-way roads.

Topic Question 3:

Comprehensive transit is an excellent tool that can help you achieve very real traffic reduction. As can the pathway, adaptively managed and paid for only with private dollars for management as well as construction. Imagine what you need most and best and then ask this gateway community to help you pay for it and deploy it. Be hopeful. You can get there. Be bold - - why? Because your best ideas can happen. But closures and gates are not your best, forward-looking ideas.

Topic Question 4:

We can't believe that the Rockefeller family would give their beloved JY - - or the ranches that comprised the establishment of GTNP in 1950 - - only to see access to it closed and diminished. The corridor can be managed - - with data, controls, flexibility and adaptivity. And done well, resources will be protected.

Very grateful to you for asking for people's thoughts. Wonderful of you. Thank you very much - - you have done this very well.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2130

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Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

I support Alternative D because it reduces vehicle traffic which benefits wildlife yet it encourages safe enjoyment of GTNP.

It would be an incredible gem for this country if we connected the bike path through GTNP into a loop. I think we should be visionary about how incredibly valuable this would be for protecting GTNP while enhancing the visitor experience.

Topic Question 2:

Gate closures do not work - Alternative B & C.

Topic Question 3:

A separate Moose-Wilson bike path is a safety need and not a want and should be included in any alternative. We must, as a country, get over the addiction to automobile/fossil fuel intensive transportation and encourage other modes of transit.

Topic Question 4:

Who benefits from Alternative D? Wildlife, the environment (reduction in carbon emissions), visitors (think Europeans who enjoy 200 km bike paths along the Danube and Rhine rivers in the Black Forest), residents (who could commute between Wilson and Moose by bike, visitors in cars who might find sharing the road with cyclists to be stressful, cyclists who might find themselves a motor vehicle/bike accident statistic. Alternative D is visionary and, GTNP/NPS would be lauded for making a smart choice.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2131

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Correspondence Text

Topic Question 1:
Leave the road as is and lower the speed limit and paint a white dividing line.

Topic Question 2:
Bad idea to add a pedestrian/ bike path due to animals. Slow down the road speed and make southbound entry from Moose PAID!

Topic Question 3:
Lower the speed limit and add more speed limit enforcement.

Topic Question 4:
Keep the road and access as is(except charge for southbound traffic). Lower the speed limit. Paint a middle white line.

For folks who are too young or too infim, the MW road is a fabulous window into the park's wildlife. The Death Canyon trailhead was one of the best when our kids were 4 and 7. To have to use a shuttle would have been awful..please keep the MW road the same, with a lower speed limit and a charge for going SB from Moose.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2132

Author Information

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Continuous pathway, Alternative D. Non-motorized transportation and a safe separate bicycle route are needed .

Topic Question 2:

Alternative C. Not realistic to shut the road down 2 days a week. Do you really want a bunch of irate tourists that are forced to drive through the Town Square to get to Teton Village?

Topic Question 3:

No.

Topic Question 4:

Thank you for presenting the Alternatives in an easy to understand manner.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2133

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Date Sent: 09/15/2014 Date Received: 09/15/2014
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Correspondence Text

Topic Question 1:

1. the gravel portion should be paved
2. it should remain two way
3. there should be no realignment of the road anywhere, UNLESS it will mean that it will ALWAYS STAY OPEN regardless of the presence of bears etc (like what you do up by Jackson Lake Dam, willow flats where there are OFTEN bears present in spring and fall). closing the road for this reason is not done in other parks... why here?
4. do things to keep the traffic moving, such as providing turn outs in places so people who want to stop, enjoy the scenery etc can do so (instead of stopping in the middle of the road! thereby causing traffic jams and stopping all traffic in both directions.
5. when there is wildlife present and a perceived danger to people or the animal, then just put a NO STOPPING rule in effect. keep the traffic moving and people will have to stay in their cars, not be in danger. and the wildlife will deal with it as it does in all other parts of the park!!
6. retain similar physical characteristics
7. put in a bike path ALONG THE ROAD, as close as possible to minimize the # of trees that have to be chopped down. any separate path that does not follow close to the road would be a disaster for the wildlife that retreat to these areas to stay away from people. you don't have to go far off the road to find these areas... so keep the people away from them (the animals are smart and know where to go!).
8. keep the road open YEAR ROUND.
9. guided horseback riding in the corridor should be continued as is. the dude ranches nearby are one of the BEST stewards of this sensitive area as there is. Do not close commercial horseback riding on the Sawmill Pond Trails. It is one of the most unique areas of the park that allows this activity without causing any conflicts with other park's goals. It has also been an activity that has been historically used in this area

for over 90 years with minimal conflicts and requiring minimal park management. Why is the park attempting to eliminate historical horseback trails that have been previously approved for commercial use?? This area offers access to unique and safe horseback riding trails unavailable in other parts of the park. These trails are used to access the historical Whitegrass Ranch area, along with Sky Ranch and Trail Ranch. By taking interpretive rides through these historical ranches, we help reach a park's goal to "Protect and maintain cultural resources as important links to the human history of the Moose- Wilson corridor, including historical and archeological sites, cultural landscapes, and ethnographic resources."

10. repair the road to the Death Canyon trailhead. this is one of the main routes into the Tetons, and the road is an embarrassing disaster!! WHY??

Topic Question 2:

1. making it one way
2. closing it for any period of time
3. doing nothing to address the condition of the dirt portion

Topic Question 3:

1. keep it open year round
2. in order to protect wildlife at times when they come very close to the road (like the bears are now, causing it to be closed for extended periods of time), put in a temporary NO STOPPING RULE as needed, to keep traffic moving and avoid having to close it off (which is not necessary, as proven in other parts of the park where the public and the wildlife exist side by side very successfully! look at the fame of Grizzly 610 and 399! people come from all over the country to see them for days on end, with no harm

Topic Question 4:

Listen carefully to those who know the park well, such as the year round neighbors immediately adjacent to the park AND who live IN the park! people who live in places such as Poker Flats, Moose, the R Lazy S, Yodler Subdivision, etc). We use the park daily and see what's actually taking place. Unlike other people who may visit only once and have no idea what's really happening.

thank you for your time and opportunity to comment

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2134

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

Realignment of the northernmost section of the road to avoid the ponds/hawthorn bushes to allow people to watch wildlife safely from a distance. This would most likely avoid the road closures for bears and maintain normal access to the LSR even during berry season. However, the realigned road MUST be kept in character and not made wider/straighter and with all the attendant backslopes, foreslopes and ditches that road engineers love to design into road plans.

Topic Question 2:

Alternative D with the separate pathway: construction would be too damaging to the corridor vegetation, habitat would be further fragmented, safety issues related to encounters with wildlife, especially bears and moose.

Bikes are an appropriate use on the existing road and would be easily accommodated there if traffic is seriously curtailed and thru traffic eliminated. ("share the road" as already implemented in many other parts of the county and especially in the town of Jackson)

Grand Teton should not be forced to bear the burden of Teton County development and the inability of local officials to solve county traffic problems outside of the National Park.

Alt A no action: will not protect park resources from the ever increasing traffic. It will meet none of the goals and desired conditions.

Alt C appear to mostly focus on traffic management. The proposals would be confusing and time consuming to manage operationally.

Topic Question 3:

Where is the alternative that proposes the best possible scenario to achieve the goals and desired outcomes and which gives genuine priority to wildlife and giving the highest possible protection to the amazing and varied resources of the corridor? Please include such an option in the draft EIS. For those of us who wish to be a voice for the highest level of protection of the M-W corridor, there is not yet a satisfactory alternative proposed.

Topic Question 4:

Winter use: regardless of which alternative is ultimately decided upon please ensure that the road closed seasonally as it is now. The opportunity to walk/ski/bike there during the off season is the only time one can truly experience the tranquility of the corridor. It should be available for walking,ski-ing/snowshoeing but remain ungroomed as it is now. I am also concerned about the increasing use of snow bikes on valley trails. They are not compatible with the tracks that are broken in by cross-country skiers. The "wobbly" or somewhat uncontrolled/unstable nature of riding these bikes in deeper snow inevitably means that they stray onto the ski tracks...or even ride in the intentionally! Now would be the time to look at this topic and decide if bikes must be able to ride there in winter. I submit that winter use should be closed to all forms of wheeled transportation The Rockefeller vision of a place for "spiritual tranquility" can be achieved in M-W corridor, in the winter, with the permitted uses being walking,ski-ing/snowshoeing. Commercial trips should not be permitted. Trips guided by a park naturalist could be worth considering.

Comments: As a seasonal resident of Teton Village for the past 25 plus years, I have enjoyed driving on the Moose Wilson Road as well as cross country skiing in the winter but with the increased development of the Village, it is not a pleasant drive anymore on this road and I am constantly aware of the disturbance of its wildlife. I understand it to be a very valuable and important wildlife resource, one of the most important in the Park. I am in favor of closing it to vehicle traffic as a thru way and I DO NOT want to see a separate bike path. Such a path would fragment the habitat even further and the construction would cause too much environmental damage. With the increased bear activity in the corridor, having fast moving cyclists riding along a separate pathway would be potentially dangerous to both bears and cyclists. None of the alternatives gives priority to wildlife and genuine protection of the rich resources of the corridor. Please add an alternative that prioritizes wildlife and the natural resources of the corridor. The Rockefeller Preserve was established with the specific intent of providing a "special opportunity to connect with nature in an environment designed to reduce congestion and provide an opportunity for solitude and reflection". The Preserve lies at the very heart of the corridor and to quote Rockefeller : " In too many places in the national parks, overcrowding and overuse are progressively destroying the very values people seek in coming to our parks" Grand Teton should honor the spirit and intent of the Rockefeller's gifts to the nation. The alternatives developed thus far keep the door open for the progressive destruction of the very values the park should be seeking to preserve. Close the road to thru traffic (bikes could use the existing road and access maintained by providing a shuttle as has been done in other parks) and "restore tranquility" to the corridor! Honor the efforts and legacy of those who struggled to establish and to protect Grand Teton National Park for the enjoyment of future generations.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2135

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Correspondence Text

Topic Question 1:

We support Alternative D as a preferred, positive option because it reduces overall traffic in a way that is essential to preserving the Moose-Wilson corridor's unique values, benefits area wildlife with fewer cars, and encourages diverse access for safely enjoying the corridor outside of the car.

Gates and closures are bad solutions to traffic management. Instead, inspire and enable more 10-30 percent of visitors to use bikes, feet or transit.

Topic Question 2:

Gates and closures (Alternatives B and C) don't work. Gates and closures shift or increase the number of vehicle trips area wide. For visitors and locals alike under Alternatives B or C to get from the Westbank to Moose and back will be a 50-mile round-trip instead of 7 direct miles that could be experienced on foot, bike, transit or vehicle. Instead, we can help the National Park Service by innovating real solutions that a good for the environment - like multi-modal transportation and smart transit.

Topic Question 3:

A separate Moose-Wilson pathway is a safety need, not a want, an imperative in any Alternative. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

No action (Alternative A) is not the right solution because it does nothing to help wildlife by reducing traffic levels or manage traffic flow with adaptive strategies.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2136

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Correspondence Text

Topic Question 1:

Alternative D is my preference. Maintain public access to the road AND build a separate pathway connecting Moose to the South Entrance. I feel strongly that access for the public should be the highest priority for Park lands.

Topic Question 2:

Partial or complete closure of the road will lead to more cars driving more miles around the valley. I don't support closure of the road in any way, but Alternative D is my choice since it includes a pathway.

Topic Question 3:

Is it completely impossible to put a pathway from near the South Entrance up along the current levee and river bank to connect to the pathway at the main Moose Visitor Center?

Topic Question 4:

PLEASE put in a pathway.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2137

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Notes:

Correspondence Text

Topic Question 1:

Alternative D is the best strategy. It allows a control on the car traffic that can negatively impact the area, but still allows access by encouraging alternative forms of transportation into the area.

Topic Question 2:

Alternative b and c don't work. It would be a shame to shut down the access, as that would eliminate the potential for incredible human/nature connection in a very special area of the park. These alternatives would be bad for the environment as they would shift traffic to other areas, and force people to commint 50 miles around instead of along the 7 mile direct route from the park gate to moose.

Topic Question 3:

It is imperative that a pathway be considered. As we have seen in ther parts of the park, pathways encourage alternative meat huds of transportation and encourage park goer stove plow the park on feet and bikes instead of behind the wheel of their car.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2138

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Correspondence Text

Topic Question 1:
Wildlife protection is the paramount goal. Alternative A "do nothing" approach is the only one I agree with.

Topic Question 2:
Paving the road and/or building a bicycle path would be extremely detrimental. I totally agree with the eminent wildlife writer Bert Raynes who in his weekly column in the Jackson Hole News and Guide newspaper (Sept 3, 2014 edition, page 2B) wrote: "To pave it or build a parallel path along the Moose-Wilson Road is to take the first step to losing it."

Topic Question 3:
Again, the purpose of the National Park is to protect Wildlife and their habitat. There are plenty of other pathways and roads for the bikers; the Moose-Wilson corridor does not need bikers, and should not be a transportation corridor.

Topic Question 4:
The Moose-Wilson corridor is a very fragile wildlife ecosystem. The Park Service needs to resist the well-organized pathway advocates and the local politicians, and protect this ecosystem and the wildlife depending on it. Alternative A is the best strategy for doing this.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2139

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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2140

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Date Sent: 09/15/2014 Date Received: 09/15/2014
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Correspondence Text

Topic Question 1:

Alternative D. Alternative D will best complete one of the most unique and productive pathways I've seen anywhere. I had the pleasure of bringing a few of my athletes over a month ago to roller-ski on the existing pathway. The surface was well engineered and porous enough for our carbide tips to grip yet smooth enough to have very little vibration on our roller-skis and feet. The grade was gradual enough to be safe but taxing and challenging enough to get a great workout and keep it interesting. To top it off it's obviously got one of the most spectacular views anywhere in the world.

Most importantly it gets runners, walkers, cyclist, roller-skiers, able-bodied and adaptive athletes off the dangerous roads where there is huge potential for deadly accidents. I personally know 3 athletes in my sport of nordic skiing that have been hit and killed by motorists. These pathways greatly reduce this potential loss of life. They also serve to facilitate and encourage healthier modes of transport for our citizens building a healthier community with a greater appreciation for preserving our environment we are so fortunate to have in it's current state. Supporting this Alternative D will take a big step in the direction to maintain this amazing area and set an example for other communities to do the same.

Topic Question 2:

Alternatives B & C would not work due to the fact they would add gates. Simply a hinderance and potentially unsafe if they are opened and shut at different times. Pathway users can become accustomed to open gates and then come across a closed gate for some unexpected reason running into it. Also, for adaptive and challenged athletes and citizens this presents a greater challenge potentially causing them to turn around if they can't manage to open the gate on their wheelchair or alternative cycle or sitski.

The other positive is the likelihood of a great reduction of travel through an already overly congested downtown area. Having a loop to recreate on versus and out in back is simply much more enjoyable. Citizens are more likely to go out and do a loop as it's a more enticing and motivating goal than an out and back where you can turn back sooner than you might otherwise.

Topic Question 3:

None

Topic Question 4:

None other than encouraging you to support this project to it's completion as soon as possible. Not only will the Jackson community benefit from this but the visitors will most likely come from surrounding communities to enjoy the pathways which will bring more business to the area. Also, they will bring this back to their community and encourage similar healthy projects that fit their community. Lead the way!

Comments: I'm very hopeful to see this loop completed as my club and Paralympic Team will be using this path for years to come.

Thanks you for the opportunity to share our thoughts and feelings.

VR,

Rob Rosser

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2141

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Status: Reviewed Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/15/2014
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Notes:

Correspondence Text

Topic Question 1:

Although alternative D is attractive from a selfish perspective, the no action option, perhaps with pavement and traffic sobered enforcement could save significant costs, maintain the nature of the corridor and support all users.

Topic Question 3:

As I mentioned the no action alternative with paving and traffic control, passive or active is the strategy that should be considered.

Topic Question 4:

I have personally provided input several times to the recent survey. I have no feedback nor assurance that my comments have been received muck less heard! This is frustrating and supports allegations that this process is one of answer shopping. You should avoid this perception and listen to the answers, that in my case are here for your utilization.

Comments:

PEPC Project ID: 48252, DocumentID: 60898

Correspondence: 2142

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Status: Reviewed Park Correspondence Log:
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Correspondence Text

Topic Question 1:

I think the only action that should be carried forward is rerouting the north end of the Moose-Wilson Road to be inside the current entrance station. The road should use the same entrance station as the Teton Park Road. The corridor is an important part of the park and visitors should pay the NPS fee to visit the area. Also, having a single entrance station will make the fee process and traffic control easier for park staff to maintain.

Topic Question 2:

The road should not be rerouted. This reroute will damage cultural resources, a vital aspect of the corridor. A second parking lot should not be created at LSR because it will impact the natural landscape of the area by adding more of a built environment and it will possibly damage cultural resources. The White Grass Road should not be used for access to Death Canyon because this will negatively impact the ranch's cultural landscape and this dirt road will eventually see the same degradation as the current Death Canyon dirt road. Also, a parking lot should not be built within the viewshed of White Grass because this will negatively impact the historic character of the ranch. The Moose-Wilson Road should not be completely paved because the currently unpaved section of the road is the only part which has never been paved in the history of the road. This section has an incredible history and feeling, and that should not be changed. A pathway should not be built anywhere within the corridor because this will degrade both natural and cultural resources which are the backbone of the corridor.

Topic Question 3:

A method to avoid degrading both natural and cultural resources needs to be consider in the Sawmill Ponds area. This may include a causeway over the resources (including wildlife habitat, natural springs,

and archaeological sites) or another method to completely avoid the destruction of either resource.

Topic Question 4:

The public must know about any possible adverse effects to cultural resources within the corridor by these alternatives. Specific locations are not needed to explain that certain alternatives include the destruction of archeological sites. Because the park is currently facing an adverse effect to cultural resources at Jenny Lake, the park should greatly consider the implications of adversely affecting another cultural resource through this project. A national park has an obligation to protect and preserve both natural and cultural resources and adversely affecting cultural resources during two projects in two years does not follow the park service mission.

Comments:

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2143**

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Notes:

Correspondence Text

Topic Question 1:
Alternative D is the best alternative because it provides public access in a safe way for all, while protecting wildlife.

Topic Question 2:
Gates and closures are not a good solution because they negatively impact traffic and the public.

Comments: Please consider Alternative D. Thank you!

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2144**

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Notes:

Correspondence Text

Topic Question 1:
Alternative b,the road needs to be paved.it is a hazard to our drivers and wildlife because of the soft edges.

Topic Question 2:
Anything that does not pave the road. It really needs to be paved for navigation purposes. Especially in slower times/ shoulder season. It is hard to avoid wildlife with the state of the road.

Comments: Here is the thing, I would rather speed bumps and the current curve of the road paved than status quo.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2145

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Notes:

Correspondence Text

Topic Question 1:
Please see comments field

Topic Question 2:
Please see comments field

Topic Question 3:
Please see comments field

Topic Question 4:
Please see comments field

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

RE: Moose-Wilson Corridor Plan Preliminary Alternatives

Thank you for your continuing work in developing four preliminary alternatives for the Moose-Wilson Corridor Comprehensive Management Plan, and for the outreach you are doing to the local community as well as regional stakeholders and national supporters of the incredible place that is Grand Teton National Park. The four alternatives look at many ways in which to insure continued access and

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

enjoyment of the park while remaining committed to the principles of the National Park Service and providing for the continued protection of the area's abundant natural resources.

As you know, our community takes great pride in joining with NPS and others in stewarding our valley's natural environment and wildlife, particularly the many incredible public lands managed by Federal and State agencies. We are a community of conservationists who understand that continuing to pass along an ethic of conservation and stewardship to our next generations takes great commitment and dedication to long-term efforts. That is why I am sure that our community can help the NPS find a way to preserve what is so important to all of us - the continued ability to safely visit, experience, and enjoy the Moose-Wilson area while managing the impacts that are associated with such visitation, just as is done across the whole National Park System.

I support the Teton County Commissioners in representing the interests of our gateway community as they also work to support those of the NPS. These shared interests can be in fact integrated, and with partnership and collaboration if and when the respective interests of each come into conflict, an ongoing dialog will serve us all well in working toward resolution. The Commission, as a cooperating agency, has offered a collaborative approach to this process with suggestions on each of the draft alternatives. I point you to the narrative from their comment under Concept for Alternative D:

"(The) commission suggests that the overall concept defined in Alt D should be about balancing preservation of park resources with visitor experience by minimizing traffic and visitor impacts on wildlife resources along the road corridor and emphasizing visitor experiences outside of vehicles."

I believe the sentiment captured in this statement meets what those who love GTNP - no matter the individual viewpoints on so many proposal and alternatives - can come together to support. In other words, the Moose-Wilson Corridor is an incredible place to be, and the managers of Grand Teton National Park are to be commended for providing for, and encouraging visitation to, the many destinations within it - Granite Canyon, Death Canyon, White Grass Ranch, Laurance S Rockefeller Preserve, etc. It is a place to be visited, enjoyed, and appreciated, as are so many incredible and unique places within the NPS system. That enjoyment and access need not come with too great a price, when thoughtful management policies are adopted with adaptive management techniques based on factual data, ongoing study, and clearly defined triggers before any new action.

I hope that the results of this process of proposal and review of draft alternatives will result in NPS having insight into what the best aspects of each alternative are and that a Preferred Alternative will emerge that will provide for the continued enjoyment, access, and protection of the Moose-Wilson corridor as well as mitigation of the regional impacts of the attractions within the corridor. Enjoyment, access, and protection need not be presented as inherently in conflict - in fact, NPS and so many other agencies and organizations work to provide for the accommodation of all of these ideas every day - our communities will be better served when we can all work together toward that goal. Again, I am supportive of what our County Commissioners have asked be included in the resulting Preferred Alternative including these objectives:

• No directional closure of the Moose-Wilson Road

• Commercial activity be limited to that which is clearly essential (transit, educational, interpretive, etc.) and serves the park interests for the corridor

• Explore comprehensive public transit throughout GTNP in order to reduce single-occupancy vehicle trips including a route along the Moose-Wilson Road in order to reduce vehicle trips through and within the corridor

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

• Expand the previously proposed and approved separated pathway along the southern portion of the road to include the entire length of the road with context-sensitive design and construction, and approach management of the pathway with same adaptive management strategies proposed for the road

• Move forward with the much-needed realignment of the northern portion of the road as long desired by GTNP out of sensitive habitat, while keeping the 'slow, rural, country road feel' of the existing road

I applaud the thoughtfulness that has been put into the effort of drafting these alternatives, and thank you for the balance that you have tried to achieve in Draft Alternative D, particularly. I believe that after a review of comment on the draft alternatives, several good ideas from Alternatives B & C might be combined with those of Alternative D for the creation of a new Preferred Alternative - for so many who love GTNP to support and embrace.

Thank you,

Mike Welch
Jackson, WY

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Correspondence Text

I support the protection of the rare wildlife, unique cultural history, and quiet recreational opportunities along the Moose-Wilson corridor.

**PEPC Project ID: 48252, DocumentID: 60898
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Notes:

Correspondence Text

Topic Question 1:
I support alternative C.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2148

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Correspondence Information

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Date Sent: 09/15/2014 Date Received: 09/15/2014
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Notes:

Correspondence Text

I am 99 years old and for many years I lived on the Murie Ranch as a friend and neighbor to Olaus and Mardy.

I know from personal experience about the wildlife that lives in the Moose Wilson Corridor: from porcupines to bears , moose, deer, pine martens, great gray owls...such a variety of creatures that were our friends and neighbors too and we lived with them each day.

It has concerned me for a long time that so many more people are using this part of the park and often not to enjoy and experience it but just to pass thorough on their way to other places or to and from the airport. I know that this is not what Laurence Rockefeller would want for the land he cared so much about.

I would like to see the Park stop traffic from using the road as just a shortcut and I think that the only way to do that and protect it is to make it so people cannot drive all the way through. If that means I cannot have the convenience of driving from Moose to Teton Village, then so be it. Protecting the place for the future is far more important than my personal convenience or saving a few miles of travel.

I also do not understand why people who ride bikes want to cut down trees and impact the animals so much by having a separate path. This is not protecting the things we say we value so much.

I would like people who come here 50 years from now to be able to see and enjoy the things that I experienced in my many years of living on the Murie Ranch.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2149

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Notes:

Correspondence Text

Topic Question 1:

First, I spent some time trying to find the "purpose and need" a standard part of the NEPA process. It would be great if it was clearly and simply stated. Please note the follow NPS direction:
http://www.nature.nps.gov/protectingrestoring/do12site/02_Ovrvu/022_purp_need.htm.

Given the description of the purpose, I believe that Alternative D best balances the needs of park resources and visitors, by fixing needed portions of the road and constructing a pathway. There is a current perception that the only people that want this pathway are a bunch of rabid cycle enthusiasts. While a high percentage of the current Moose-Wilson bikers today are often locals and fairly experienced bike riders, the reason is simple: Use of the Moose-Wilson road for novice and intermediate bikers is not safe! Construction of a safe pathway would encourage many novice and intermediate bikers to explore the park in a safe, enjoyable and reduce the one auto trip.

Topic Question 2:

Resource issues and the needs of walkers and bikers are not addressed in Alternative A. Alternative B and C and the use of gate and road closures would be difficult to implement and would burden the visitor who perhaps is only in the area for a day or so. These alternatives are really band aids that would not last. They would also increase traffic on highway 390 and highway 89/26/191.

Topic Question 4:

While no one wants to talk about it, we are talking about how the Moose-Wilson road fits into a logical regionally transportation plan. The cumulative effects of the dramatic increase in summer use at Teton Village and the rest of Highway 390 are required to be addressed as part of this NEPA analysis. See NPS direction: http://www.nature.nps.gov/protectingrestoring/do12site/02_Ovrvu/024_connected.htm Visitation at Grand Teton continues to increase each year; the Park has to accept that with increased park visitation comes increased transportation needs. This should not be a problem that the Park gives to someone else (the County), it needs to be a shared solution.

The NEPA document also must address the possible cumulative effects of the County constructing a "north bridge". In many ways construction of a north bridge would solve many of the current problems with commuters using the Moose Wilson Road. Most everyone that has been involved in transportation planning in the valley knows that construction of this bridge is not if, but when. Both the county and the Park need to understand that this elephant is in the room, and must be addressed to arrive at a logical solution for the Moose Wilson analysis.

Comments: This summer I rode my bike in the park several times. Each time I was amazed at the variety of visitors riding the bike path. They were smiling, and casually riding enjoying the scenery. They were interacting with the Park the way the original park leaders envisioned. They were not speeding around in their car so that they could get to the next pull-out. Construction of a Moose-Wilson pathway would allow more visitors to enjoy this experience. One would envision renting a bike at Teton Village and then a nice ride up to the Park!

One additional comment regarding some of the speculation on wildlife impacts. We need good science here, not one Park biologist speculating on what he thinks needs to be done. Reading some of the discussions lately, you would think that the Moose Wilson road is the only place with increased grizzly bears and is some sort of special grizzly bear haven. The impacts of the expanding grizzly bear population are affecting the entire GYA, and we are dealing with these challenges everywhere. As the population expands we are all learning to live with the bears.

Thanks .. I would keep writing, but time is running out.

Cheers
Andy Norman

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2150

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Notes:

Correspondence Text

Topic Question 1:

If I had to choose one of the existing alternative it would be D. Traffic needs to be limited on the road some how and the road is not safe for any transportation other than automobile.

Topic Question 2:

A In taking no action things will become worse. The Moose-Wilson road has become an important travelway which is contrary to the goals.

Topic Question 3:

Teton County and GTNP should get together and over come the environmental, legal and right-of-way problems to create a new roadway over the Snake River between highway wy390 and us89 approximately between Teton Village and the airport. Leave the Moose Wilson road as-it-is now, but plan to close it completely at LJRP eventually. Traffic could reach the LJRP from both directions but not pass through. (except emergency vehicles and non-motorized traffic)

Another possibility to reduce traffic is to post the speed limit as 15 or 20 MPH with many speed monitoring traffic cameras (some moveable) along the way. Photos of violators would be sent to the entrance stations where violators would need to pay fine\$ before they could leave.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2151

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Correspondence Text

Topic Question 1:

In general, I am in support of the presented strategies unless commented on below.

- I strongly support the adaptive strategies of alternative B of restricting through traffic! This is particularly true given the recent data suggesting a very significant number of users are not stopping to experience the corridor but using the road as a transportation link, which it is not. Establishing the appropriate metric and triggering volumes should be part of the next phase of these planning efforts.
- The strategies surrounding the Death Canyon access in alternative B should be moved forward.
- The notion of added pull outs and/or hardened shoulders to provided opportunities should be maintained.
- Relocation of the two sections of roadway in the northern sections should be retained in the planning documents.

Topic Question 2:

- While I support the goals of the adaptive strategies of reservations or traffic volume limits in alternatives C and D, they seem to be overly complex and would require a large amount of resources that are in conflict with the stated purposes. These resource impacts include organizational in staffing and managing as well as significant physical footprint on the landscape for entrance stations and queuing lanes.
- The detached multi-use paths would significantly increase the physical human footprint that is in conflict with protecting the natural elements of this corridor. Bicycles and pedestrians should be able to share the roadway corridor as long as traffic is limited and controlled.
- The fully detached multi-use path of alternate D creates a fully redundant human corridor that is unnecessary. This is particularly risky when given the potential for wildlife impacts with moose and bears.
- Any paving of the unpaved section should only be done if other strong traffic management measures are

in place. The condition of this section is currently the main limit on numbers of vehicles.

- Alternative A should not be carried forward as it is clearly not achieving any reasonable measure of protection of a number of the desired resources.
- Unmanaged commercial efforts should not be permitted. This is particularly true with taxis. Should focus on commercial efforts which contain interpretive components.
- Grooming of winter trails should not be moved forward.

Comments: I feel strongly that GTNP's goals and visions must be the driving force behind any review of the planning efforts. It should be noted that of the seven resources referenced under goals and desired conditions all but one are larger than ourselves. The final goal of recreation is the goal that we as community members have the most direct impact on, the other six goals contain at risk factors and conditions that we may not fully understand. As such, we must be more conservative in managing human interaction in order to ensure that we do not create unintended consequence. In many cases, these unintended consequences may not be evident until it is too late to reverse course.

As residents of the gateway communities, we care an additional stewardship responsibility to remind ourselves that our local National Parks are National, not county or state parks! The values enshrined in GTNP and YNP are far larger than ourshelves.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2152

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Correspondence Text

I am writing because I adamantly oppose ANY development , specifically, a bike path through the fragile M-W corridor for all the obvious reasons: first & foremost,for the protection of our wildlife & their habitat. As we all know, our exploding grizzly population, along w/ the black bears, have discovered the abundant fall berries at the edge of this windy, narrow road. It would be a disaster waiting to happen if a bike path was to be added, not to mention, the destruction of precious wildlife habitat in the process of carving a bike path. The M-W corridor is extremely unique & should remain that way. It should be protected. The wildlife & habitat should be #1, our priority, NOT biking or a quick commuter road to the airport. This is a National Park, NOT a recreation playground. HOLD STRONG Teton Park, don't budge! Hard to believe a National Park doesn't have the power to control & protect their most precious jewel. Don't develop M-W corridor! Please, let's STOP PAVING PARADISE !!!! We have ample bike paths. I like the proposed compromise to lesson traffic ... 2 way traffic from Moose to the Preserve, one way from Village to Preserve. Alternate A would be my other choice. I would rather see the corridor closed permanently, than to pave a bike path thru this precious zone for a few months out of the yr. for a few self serving, hedonistic bikers. DON'T LET THIS HAPPEN !

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2153

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Correspondence Text

Topic Question 1:

The north end of the road should be realigned and end inside the moose entrance station, The Death Canyon parking lot should be moved to White grass.

Safety better control less cars in the backcountry

Topic Question 2:

The unpaved section should not be paved nor should there be a pathway much less a paved pathway.

The road is overcrowded now and once you put in pavement it will never go back to dirt. The pathway if constructed it will become a racetrack of out of control cyclists not a slow moving walkway for pedestrians and disabled. Usage will zoom and so will confrontations.

Topic Question 3:

Make the whole road dirt. no commercial traffic at all, no taxis no airport runs reduce the usage 30% AAP

Topic Question 4:

We need to plan for the long term health of the park, increasing the pavement will only increase the speeds and the usage and the cries for a year round road. There is no reason to rush into this the pathway people have already gotten a huge amount of pathways. The Park needs to be protected not overrun. This is an amazing corridor and paving it and paving a pathway would ruin everything the Park stands for.

Comments:

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2154

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

I support Alternative D because it is the best way to protect and enhance the visitor's experience while protecting wildlife, and the local's long-time connection between Moose and Wilson. Jackson and Teton Park have experienced a huge success in their development of pathways. Many people use them recreationally but more and more people use them as commuter trails, helping to reduce traffic and pollution. I hope the National Park embraces and supports this kind of use. Improving the parking at Death Canyon trailhead is needed whether it's relocated or stays put and it will fill up so I like the traffic/parking informational signs. And more pullouts

Topic Question 2:

I disagree with road closures and/or any straightening that would increase speed.

Topic Question 4:

Is there any way that alternating direction of flow during the day would work with the people who live out there? Say traffic flows South to North from 8am-2pm as most people are heading into the Park. North to South 2p.m. -8p.m. as people are heading back to lodging? Or would that be a nightmare to control?!

Comments: I grew up in Jackson and rode the loop from Jackson to TV to Moose and back to Jackson every summer! It is such a lovely way to see that country and I'm so impressed with all the pathways I see there now. And, how many people are using them! The more you can encourage people to get out of their cars the better.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2155

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Correspondence Text

Topic Question 1:
alternative D. it addresses most issues. leaves unpaved section unpaved.

Topic Question 2:
a,b,c

Topic Question 3:
In addition to alternative D changes instead of making a reservation system(which would be confusing and unfair) the easier way would be to make road one way going north(into the park)in the morning and at noon the road would be one way going south (out of the park) as this how most of the heavy traffic flows.

Topic Question 4:
In addition to alternative D changes instead of making a reservation system(which would be confusing and unfair) the easier way would be to make road one way going north(into the park)in the morning and at noon the road would be one way going south (out of the park) as this how most of the heavy traffic flows.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2156

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

Correspondence Text

Topic Question 1:

Just spent nearly an hour typing my comments and supporting ideas only to have them deleted in one inadvertent keystroke. So unbelievably frustrated that I have given up on this process.

Topic Question 2:

Just spent nearly an hour typing my comments and supporting ideas only to have them deleted in one inadvertent keystroke. So unbelievably frustrated that I have given up on this process.

Topic Question 3:

Just spent nearly an hour typing my comments and supporting ideas only to have them deleted in one inadvertent keystroke. So unbelievably frustrated that I have given up on this process.

Topic Question 4:

Just spent nearly an hour typing my comments and supporting ideas only to have them deleted in one inadvertent keystroke. So unbelievably frustrated that I have given up on this process.

Comments: Just spent nearly an hour typing my comments and supporting ideas only to have them deleted in one inadvertent keystroke. So unbelievably frustrated that I have given up on this process.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2157

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Correspondence Text

Topic Question 1:

Both the realignment of the road around the wet lands and cliff area as well as the new separate pathway adds to the aquatic restoration, protects the wildlife/ecological systems and enhances the visitor and resident park experience.

Topic Question 2:

The "A" alternative definitely does not address the expanding use of the road and it's natural wonders outlined in the Parks "Goal Statements". Alternatives A,B & C may result in reduced access to the Park without the separate pathway as well as restricted use days.

Topic Question 3:

Allowance for safari/shuttle use with designated parking areas.

Topic Question 4:

As part of the new road alignment in Alternative D the Park plan shows two new roadside parking areas. These areas should include designated parking for safari/shuttles. Connected to these parking areas a raised wooden walkway should lead to an observation deck overlooking the wetlands and beaver lodge area allowing for spectacular viewing experiences. As has been observed wildlife can live and thrive near humans best when a separation is obvious. We see this cohabitation with the horse drawn sleighs at the elk refuge as well as the numerous bird nests on power poles near roads and homes. These raised wooden walkways will accomplish that separation while allowing for exceptional viewing!

Comments: Alternatives B,C & D demonstrate a willingness by the Park Service to manage the Moose-

Wilson corridor for users and visitors along with wildlife and aquatic resources. Some previous Park Service personnel seemed bent on denying access to this corridor decreasing visitor opportunities here as well as other Park areas.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2158

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Correspondence Text

Topic Question 1:

Alternative D mostly has it correct, wwith a few exceptions:

- There does need to be a paved bicycle/pedestrian pathway
- The road should be paved from end to end
- Taxis should not be allowed
- Permitted, standard vehicle commercial tours should be allowed. Tour buses or oversized vehicles should not be allowed, with the exception of park-run shuttles.
- The entrance gate on the north side needs to be behind a staffed gate. This will cut down on the number of cars using it as a shortcut or access without a park pass or in an unintended manner, such as taxis.
- Shuttles should be considered, but should not completely replace personal vehicles

Topic Question 2:

Limiting the number of vehicles or requiring passes adds too much complexity, cost, and intervention by the park service. Make the changes suggested in Alternative D and then determine if human or electronic control is needed to control access to the road. Closing the road a few days a week would add to futher confusion and bad experiences for visitors.

Topic Question 3:

Possibly making all traffic northbound from 8 AM-2 PM, and southbound from 2 PM-10 P during the busiest months. Traffic would be 2-way the rest of the time.

Topic Question 4:

Even if nothing else is done, moving the road to behind the north side entrance station or even creating another station should cut down on a fair amount of unintended traffic.

A north bridge from the airport to Teton Village would eliminate a lot of traffic from the Moose-Wilson road, as well as highways 22 and 390.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2159

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Topic Question 1:

I would pursue a combination of Alternatives B and D. Block the road at the LSR but build a bike lane, not a separate path, along the realigned road. The bike lane would be much more cost effective and less disruptive to wildlife while still achieving the goal of increasing bike and pedestrian safety. Besides the cost of laying another separate roadbed for the path, a spooked moose on a separate bike path could easily run into traffic. I would also leave the Death Canyon trailhead a mile in off the road. I see no reason to add a mile walk to people wanting to access the canyon or Phelps Lake from the north.

I would just support the straight alternative D except for the reservation system. Long queues just seems like an invitation to road rage. You might as well block the road if you are committed to restricting access (a concept that I question the need for). I already see quite a bit of anger directed at the rangers in the LSR lot when it is full why add to that stress?

Topic Question 2:

Alternative A solves no problems and makes no one happy and option C is worse, the inconsistent opening and closing would inevitably lead to visitor frustration.

Topic Question 3:

See question one

Topic Question 4:

Do you really have to restrict the traffic numbers to protect the resource if you move the road to the east? I suspect most of the wildlife conflict would be resolved and increased traffic volumes could be supported

without undue impact. If you have data that says otherwise I would love to see it. I have spent a fair amount of time on foot and skis east of the road and I rarely see wildlife while west of the road I almost always see it.

If it can be done safely I do believe that one of the Park's goals should be accessibility. The general public is not interested in protecting wilderness they can't experience.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2160

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Correspondence Text

Topic Question 1:

I support the following strategies to achieve the goals to

- 1) Protect and maintain the natural function, diversity, complexity, and resiliency of the ecological systems and natural communities of the Moose-Wilson corridor; and maintain the unique habitat characteristics and conditions that result from the distinctive proximity of the Snake River riparian habitat to the Teton Range.
- 2) Protect and restore the natural hydrologic features, processes, and functions within the Moose-Wilson corridor project area, including wetlands, beaver ponds, seeps, springs, floodplains, the Snake River and its many tributaries, and Phelps Lake.

The following strategies should be carried forward.

1. Realign the north end of the Moose-Wilson road away from the wetlands
2. Relocate the Death Canyon trail head and parking area
3. Winter access: do not groom or plow the road between Granite Creek trail head the Murie Ranch but allow for cross country skiers and snow snows
4. Keep signage and trail density to a minimum
5. Close the road to traffic from Oct 1 to early May but allow bicycles once snow is gone
6. Leave the unpaved section as it is; keep the road as configured except for the north end realignment

Topic Question 2:

The following strategies should not be carried forward as they will seriously compromise the goal to preserve natural diversity, restore and preserve wetland habitat, preserve and restore the natural

soundscapes and acoustic resources within the Moose-Wilson corridor project area and allow for meaningful opportunities to enjoy and experience the diverse habitats in this area of the park.

1. Commercial activities: none should be allowed especially tour buses and ecotour vehicles. This area of the park should be left for visitors to experience the area on their own. The huge increase in the number of eco-touring companies creates more crowding and detracts from the natural feel of this area. Guided snowshoeing, skiing or biking trips should also not be allowed as large groups detract from the natural feel and create more disturbance compared to small private groups. The park already provides ample opportunity for these commercial activities.

2. Multiuse pathway- this should not be constructed as proposed. Such a pathway would result in too much habitat loss and fragmentation especially for the reclusive forest associated wildlife species. I use and like the existing pathway to Jenny Lake, but I do not think such a separate pathway is appropriate in the Moose-Wilson corridor. It would create too much additional use purely for recreational bikers rather than for visitors. This would create a loop ride from town that would be used very extensively, greatly increasing the number of trips along the Moose-Wilson Road while not decreasing vehicular traffic at all. It is a lose-lose strategy for wildlife.

Topic Question 3:

I propose that another alternative be developed that would focus entirely on foot, bike or public transit only between the Rockefeller Center and the Death Canyon trailhead between early May and October 1. The main goal would be to reduce the number of vehicles in the area which would increase wildlife security and the quality of visitor experience.

The current traffic levels which have increased dramatically since the 1990s exceed what is sustainable for this unique part of Grand Teton NP. Other National Parks have taken bold moves to reduce auto traffic and the impact of vehicles on the natural ecosystems that parks were created to protect. These are difficult steps to take but once implemented have been very popular with visitors once established. The same would hold true for the Moose-Wilson road corridor. This would also help to fulfill Rockefeller's vision for maintaining the natural beauty and ecosystem for the area he donated to the park for public use. One of the worst experiences I have had in GTNP was when I found a badly injured pine marten that had been run over very early one morning along the Moose-Wilson Road.

Since that time I have become even more convinced that this road should be managed to reduce traffic as much as possible. The park should provide small shuttle buses to carry visitors between the Rockefeller Nature Center and the main Visitor Center and also from at a parking area at new Death Canyon Trail head. The roadway should be open only to these buses and to bikes and hikers. The popularity of this type of management is clearly demonstrated by the high volume of visitor use on the inner Park road when it is closed in October and April to vehicle traffic. I think if the park adapted this strategy for the central portion of the Moose-Wilson Road this would become one of the most enjoyable experiences the park could offer tourists and area residents alike. This would also be cheaper in the long run than trying to regulate traffic at different times and also maintain a separate bike path. Ecologically it makes the most sense. The biking lobby should certainly support such a strategy.

If this is considered too restrictive, then the idea of having one way traffic at different times during the day should be reconsidered with bike traffic allowed as on the Jenny Lake Loop Road. I think this is a very valid alternative also.

Topic Question 4:

I have been disturbed by the political pressure to develop a pathway along the Moose-Wilson road. In conversations with proponents I have also been amazed at the lack of understanding many seem to have

in regard to the impacts of maintaining both a road and a bike path in this narrow corridor. I think the park needs to emphasize in its study the value and importance of lower elevation habitats along a major river and the ecotone along the forest and sage/grassland communities in addition to the wetland habitats. This really is a very unique and incredibly ecologically rich area of the park. Similar habitat has been developed south of the park and no longer provides for many wildlife species that occur regularly in the Moose-Wilson Road corridor.

I encourage the park to carry forward a bold, new and ecologically sound plan.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2161

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Correspondence Text

Topic Question 1:

Alternative D, modified, but retaining a safe and separate pathway. See, e.g. comments of Teton County, Wyoming County Commissioners, local resident Bill Resor, and local non-governmental organization Friends of Pathways.

Topic Question 2:

Alternative A is already a failure. B and C are good tries at offering a range of alternate choices, but neither works. Combine the best from those two and see if there's something workable there. No sense retaining two non-starters for further analysis.

Topic Question 3:

See comment note at bottom of form.

Topic Question 4:

Thank you very much for soliciting August - September 2014 public input on this matter during the advanced scoping period / early dEIS development phase of your work. I hope the public input will be helpful. The Park Service's open outreach on this topic has won widespread praise and admiration, deservedly so.

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Intermountain Region, National Park Service
Attn: Ms. Sue Masica, Regional Director
Denver, CO

RE: Moose-Wilson corridor NEPA study - comments of Len Carlman, offered September 15, 2014 during the NPS 30-day August-September 2014 comment period

Request:

I would be grateful to get some fall or early winter 2014 field time with the NPS Intermountain Regions landscape architect on this project, Mr. Chris Church (I believe that's his name). I met him at an open house on this project in early winter 2014. He presented the kind of open, wholesome, professional engagement with this NEPA process and its underlying practical project that it warrants. I would be grateful for field time with local GTNP staff too. From having lived on the Moose-Wilson Road in my teens in the late 1970s to having participated in recent years as a citizen-panelist on local educational discussions about plans and options for this part of GTNP to having tapped my avalanche probe pole against 1,353 tree trunks in a foreseeable 20 pathway alignment corridor (by ski and snowshoe on deep consolidated snow, March 2014) to having been a regular member of the 2% to 3% of bicycle riders who already regularly use the roadway to visit with nature in Grand Teton National Park, (most recently September 14, 2014), I believe I have something useful to offer to Mr. Church or others who will wrestle with plans and options for particular places and practical concerns. (And FYI, contrary to some assertions, there are not 3,000 trees in this corridor that would be removed to make room for a pathway - that number is an incorrect estimate; my number is not perfect, but it's a lot better than that estimate. If minimizing human-induced tree mortality is a significant NPS objective, there are design and alignment choices that would bring the tree count to a number much lower than 1,353).

Endorsements:

Please count me as an endorser of three sets of comments that you have already received on this matter during the August 15-September 15, 2014 comment period:

1. Comments dated September 15, 2015 from the Teton County, Wyoming, Board of County Commissioners. This body of elected officials, in their capacities both as formal cooperators with GTNP on this project and as public representatives, has done an exceptional, humble, and thorough job of identifying the public interests at stake and advocating for them in both general and detailed terms. The local commissioners have done this in ways that are appropriately respectful of their colleagues in public resource governance at the National Park Service. I'm grateful to be their constituent on this matter and I hope you will give their remarks due consideration.
2. Comments dated September 14, 2014 by private citizen William Bill Resor. You may be hard-pressed to find another set of comments as well-rounded and grounded as Bills. His notes have practical insights about this project. At the same time, his comments reach the national perspective appropriate to the role of national parks in our country. I hope your planning team finds his comments helpful.
3. Comments dated September 14, 2014 signed on behalf of non-profit entity Friends of Pathways by its Executive Director Katherine Dowson. For all the rhetoric that has bounced around on this issue, and as much as Friends of Pathways has placed itself in a leadership position in support of safe and exceptional

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non-motorized pathway-supported movement in GTNP, it is impressive that this entity has kept its head on straight, avoided hyperbole, taken a long and careful view, and offered thoughtful comments. I hope you will find them helpful.

Range of alternatives:

Will you be adding in the draft Environmental Impact Statement a section on alternatives considered but not examined in detail? I hope so. A section like that would help show the breadth of your consideration.

Alternatives A, B, C and D, as currently presented:

The comments I endorsed at the outset of this note do a good job of tackling the benefits and detriments in the current set of preliminary alternatives.

Alternatives A, B, C and D, as they may be presented in the draft Environmental Impact Statement:

Putting in a separate pathway for non-motorized movement is its own serious and important design challenge. It's not just a mini-road. It warrants smarter design than a simple engineering formula of keep it within 50 of the road. Please present more than one pathway alignment alternative in the draft EIS. A pathway is a serious proposition, a terrific innovation in the national park toolkit, and, in this setting, there are several interesting ways to engage it, not just one.

The draft EIS probably needs to keep its range of alternatives to a manageable number - 4. If that's the case, and if one alternative must, by law, be the no action choice, then there are only three options for addressing the problems and challenges that make the status quo unacceptable, (which it is). Please create a new alternative B that combines the best of the current preliminary alternatives B and C, and uses other clever ideas that do not include a separate pathway. I probably won't like this one, but enough people are interested in this that it warrants your best shot.

Then please offer two alternatives, C and D, that each have different takes on corridor management issues and, particularly, on different prospective pathway alignments. You are already likely under some pressure to limit the pathway alignment to the least imaginative design criteria - keep it within 50 of the road, period, with variances only for serious obstacles. That's ok. It may even be ideal. You could label this one the new alternative C. But this solution is hardly the only reasonable response to the public demand for a safe and resource-sensitive separated pathway. I hope the National Park Service can do better than that.

Alternate pathway alignment options:

Here are some design elements for a new alternative D, that would take a dEIS alternative away from the 50 design constraint and possibly allow the NPS and our nation to own a world-class pathway that reflects excellent resource management and unparalleled visitor experience. Segments of this alternate route, some of which might be desirable, others of which might not be desirable, are presented in a south-to-north format, ignoring, for the sake of descriptive convenience, the fact that the roads orientation is not perfectly south-to-north.

1. The southernmost section, from the Granite entrance station to the Lake Creek Ditch: In this 0.9 mile open sage area, keeping the pathway pretty close to the road is fine.
2. The section from Lake Creek Ditch to the existing road gate that seasonally bars traffic, on the north side of the Granite Canyon trailhead parking area, approximately 0.2 miles: put a fork in the motor vehicular road: (1) run a dead end cul-de-sac to an expanded (current one is routinely overwhelmed) Granite Canyon parking lot. The only vehicular traffic on this little western stub would be to and from this trailhead; no through traffic; and (2) relocate the motor vehicle route to the east, between Lake Creek Ditch on its east side and the old riparian bench on its west side. Design choices here could result in

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sightlines for motorists that would still be short enough to foster the slow, safe, windy, country road driving experience. Here, the pathway could again stay close to the newly aligned road, on its eastern side. But pathway curves need not mimic roadway curves - different user experiences, safety issues and resource needs should yield at least the open prospect of non-matching design solutions.

3. Return the motor vehicle road north westerly to re-join the existing alignment along what is now dirt, leaving enough space between the new Granite Canyon cul-de-sac and the road to block the parking area from southbound motorists views (the small hill terrain here lends itself to this); continue the separated pathway tight to the western edge of this linear meadow, up against the thin line of lodgepole pine forest, picking a careful route through the trees on the northern end of this run, (still south of Cheney road), until the pathway intersects the actual existing Cheney (levee maintenance access) road. This is a distance of about 0.7 miles.

4. Follow the Cheney road with the new pathway until it veers toward the river; run the pathway to the LSR Visitors Center, where a supply of well-designed bike racks would accommodate LSR visitors who need to put their bikes somewhere. Leave the paved road where it is, traversing Lake Creek and passing through its beautiful small hills and sharp turns until it descends to the LSR access road.

5. Keep the existing paved road where it is, through the deep forest, at the base of the seasonally bear and berry-laden ridge up to and past the T intersection with the Whitegrass / Death Canyon Trailhead until it reaches the old Hartgrave place. Locate the new pathway proximate to the new fiber optic line, in the row for the existing overhead power line, on the bench above the river. Two bridges will be needed in here, one for Kaufman Creek and the other for the creek that runs out of Stewart Draw. This is a distance of about 1.5 miles; placing the pathway here results in the sparing of, by my count, 589 trees. The pathway experience, including its scenic beauty, will be, in many parts of this reach, stunning.

6. From the old Hartgrave place to Sawmill ponds overlook, follow the tremendous consensus favorite re-alignment choice, as long-favored by GTNP, out of the beaver/moose ponds to the east, into the sage meadow, with such traffic calming and speed slowing design techniques as may be needed to prevent motorists from going too fast through here. Put the pathway closer to the east side of the ponds, but not on their east flanks, and put the pathway closer to the bench above the river bottom, following the old 2-track that still is evident there. This is a distance of about 1.55 miles.

7. From Sawmill Ponds parking lot leave the paved road where it is, including its brief, sharp descent to the sage flats below (same altitude, more or less, as Craig Thomas Discovery Center and GTNP HQ). Move the pathway to the east to take advantage of the slightly gentler descending (& ascending when going south . . .) gradient of the old wagon road. I dont have a note on this distance; it might be 0.75 miles.

8. From the bottom of the hill, send both the paved road and the pathway north to a re-located Moose entrance station. Grind up the old road and seed it for long-term restoration. The Murie Center should be the only destination reachable by turning south at what is now the intersection of the GTNP inside road and the existing Moose-Wilson Road.

Many thanks and best wishes,

/s/

Len Carlman

Wilson, Wyoming

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2162

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Topic Question 1:

Traffic Management - Reduce speed limits along Moose-Wilson Road. Absolutely essential.

Physical Characteristics - Alt. D - No substantial changes to the alignment or width of Moose-Wilson Road, except for the realignment of two segments between Moose and the Death Canyon Road junction. The unpaved section would remain unpaved, and routine maintenance and scheduled road projects would be undertaken as needed. Yes, a very good idea

Moose-Wilson Road Realignment - Alt. B - Two segments of the northern portion of Moose-Wilson Road would be realigned. The old roadway would be removed and restored to natural conditions. The new road segments would be constructed to emulate the slow-speed, narrow, winding character of the road corridor. This is absolutely essential to protect wildlife and habitat, to establish access control and improve enforcement measures.

Turnouts and Parking - Alt. B - Establish an adequate number of strategically located turnouts to allow for visitor parking while reducing resource impacts. Apply design solutions to roadside parking that would reduce resource impacts from parking off-road. Yes.

Bicycle Use - Bicycles would continue to be allowed on roads and parking areas and not allowed on trails. Bicycles would continue to share the road with motor vehicles. Yes.

Commercial Activity - Current commercial activities within the corridor would continue to be permitted. Commercial horseback riding in the Poker Flats area would continue with currently authorized trails and

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use levels; commercial horseback riding on the Sawmill Pond trails would be phased out. Guided skiing and snowshoeing would continue under current use limits.

All other commercial traffic, including taxis, would be prohibited. Essential!!!

Groups would remain small in size (10 visitors plus a guide). Groups would be limited to current Moose-Wilson Road vehicle size restrictions.

Shuttle services could be authorized by park management. It's very important that this be established now as a prelude to future possibility of restricting or eliminating private motor vehicles.

Death Canyon - Alt. D - The Death Canyon trailhead parking area would be reconfigured and expanded in its current location. The road segment between the trailhead and White Grass Ranch would be improved. A new road segment between Death Canyon Road and White Grass Road would be constructed. White Grass Road would be improved to allow for one-way traffic with staggered pullouts. The remaining portion of Death Canyon Road would be removed and the area restored to natural conditions. Basically good ideas but 60 parking spaces is too many and the road should not be paved..

Winter Access and Use - Moose-Wilson Road would not be groomed for winter recreation activities. Absolutely no grooming of this road!

Alt. B - Winter maintenance of Moose-Wilson Road would end at the Murie Ranch access road junction. The unplowed portion of Moose-Wilson Road, between the Murie Ranch access road junction and the Granite Canyon trailhead, would be available for cross-country skiing and snowshoeing, but would not be groomed. Yes - long past due.

Visitor Use and Experience / Education and Interpretation -

Alt. A - Visitor services such as staffed interpretation at the LSR Preserve, interpretive waysides, interpretive publications, ranger programs, and education programs would continue to be provided. Park staff would continue to actively manage visitor use and congestion associated with the presence of wildlife. A variety of backcountry-oriented activities would continue to be available in the corridor, including camping, hiking, climbing, swimming, boating, rafting, floating, cross-country skiing, backcountry skiing, snowshoeing, horseback riding, and fishing. Backcountry patrols would continue to monitor hiker and backpacker compliance with regulations and visitor use counters would monitor use at trailheads. Trail densities and alignments would be managed to be compatible with the protection of natural resource values. All of this is absolutely necessary to educate the public and prevent wildlife conflicts and degradation of the resources.

A sense of arrival experience that cues the visitor that they are entering a natural setting that is unique and protected would be created. Setting the stage for a nature experience, rather than a recreational one, is important!

Topic Question 2:

Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

Traffic Management - Provide traveler alerts before entrances to inform visitors of traffic congestion, full

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parking lots, and potential wait times, and give them the opportunity to choose an alternate route before entering the corridor. No - this increases conflict, visitor frustration and management activity. It also creates the opportunity for commuters to zip along the road, knowing they will not encounter much traffic.

ALL the Adaptive Strategies outlined in Alt. B, C, D (restricting peak period through-traffic in either direction beyond LSR; limiting number of vehicles through timed sequencing; provide queuing lanes; establishing a reservation system; closing MWR two days per week) are completely unworkable, subject to political manipulation, and create a management nightmare. They are frustrating to visitors and residents alike in creating uncertainty.

Physical Characteristics - Alt. B - The existing, unpaved section of Moose-Wilson Road would be paved. Terrible idea - increases speed

Moose-Wilson Road Realignment - Alt. A - There would be no realignment of Moose-Wilson Road. It's essential to realign the road as envisioned to protect habitat and wildlife

Turnouts and Parking - Reconfigure the access and parking at LSR Preserve in order to prevent through-traffic at certain peak periods when necessary to alleviate congestion. Enhance existing and add additional parking at either end of the road for both summer and winter use.

Bicycle Use - Alt. B - During seasonal periods when the road is closed to motor vehicles, bicycles would be permitted to use the road when it is free of snow and ice. Alt. C - During seasonal periods when the road is closed to motor vehicles, bicycles would be permitted to use the road when it is free of snow and ice. The earlier road closure in this alternative would allow more time for bicycle-only use before winter conditions necessitate bicycle restrictions. Moose-Wilson Road would be closed to motor vehicle use two days per week, but open to bicycles and pedestrians during those times.

NO - All of these establish a preferential use for a small minority of users. They also create management problems.

Alt. D - Construct a multiuse pathway parallel to Moose-Wilson Road between Moose and the Granite Canyon Entrance. The pathway would generally be sited within 50 feet of the existing or realigned segments of the road. This is unquestionably the worst idea proposed in the PEPC. It will destroy massive amounts of habitat, disturb wildlife of all sorts and dramatically increase the potential for conflict with bears and ungulates. ABSOLUTELY NOT!

Commercial Activity - The Moose-Wilson Road is not a county transportation corridor. It is a park destination. Commercial traffic should be completely prohibited, except for Park permittees conducting educational and nature-related activities.

Death Canyon - is there really a need for a 60-car parking lot?

Winter Access and Use - Alt. D - Enhance winter recreational opportunities (i.e., cross-country skiing) by improving parking and seeking a partner to groom the unplowed section of Moose-Wilson Road. Northern winter parking would occur at an improved parking area north of the Death Canyon Road junction. . NO - to these and any other proposals that increase wildlife disturbance during the critical winter months.

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Visitor Use and Experience / Education and Interpretation -

Alt. D - In keeping with the goal of creating a welcoming environment with enhanced understanding and enjoyment of the corridor, interpretive media and programs would be made available at key visitor gathering areas in the corridor. Establish viewing areas to allow visitors to appreciate vista points. Use viewing areas to concentrate use. Provide short nature trails and interpretive materials to enhance experience. Provide additional restrooms at Granite Canyon trailhead parking area and at the new "winter" parking area north of the Death Canyon Road junction to manage human waste during the winter. NO - all of these proposals are "attractive nuisances" - increasing and intensifying visitor use without allowing for the increase in habitat degradation, wildlife disturbance and the need for increased management activity.

Topic Question 3:

Night closure - I'm surprised that GTNP did not include a strategy of a sunset to sunrise night closure. This would be one of the best strategies GTNP could adopt for reducing wildlife disturbance and conflict without affecting visitor experience. This night-time closure would provide the wildlife with a recuperative time from steady vehicular traffic and human visitation. The result will be a higher quality wildlife viewing experience to Park visitors. Night closures also simplify law enforcement and emergency response efforts and costs.

Benefits to wildlife. It's well-established in the scientific literature that artificial lighting, including and especially headlights, create numerous negative impacts of almost all nocturnal wildlife. These range from the familiar "deer-in-the-headlights" behavior of ungulates that causes them to freeze in a roadway in approaching headlights to disorientation and degradation of night vision that can take up to several hours for recovery. These may interrupt natural behaviors, expose individuals to higher predation levels, or disrupt navigational abilities. "For nocturnal species which only use rod cells in their eyes to see, such a sudden change in illumination, saturates their retinas rendering the animal instantly blind. Literally, they can not see where to go to avoid getting hit by a car, so they stand frozen in the way, uncertain of what to do and then unfortunately get hit. Although many nocturnal mammals do have a rudimentary cone system and can switch over to it, the switching time can take a few seconds to do so, during which they are temporarily blind. In that time, a car could have hit them. Once they do switch to the cone system, the dark areas outside the light now become so black, so they will be unable to see into them, and the animal may become lost or disoriented. They may even be unwilling to return to the new shadowy regions from where it came. Once they do venture into the dark areas, it will take them 10 to 40 minutes before their rod cells can function as effectively as before and their night vision fully returns." From *Ecological Consequences of Artificial Night Lighting*. Catherine Rich & Travis Longcore (eds). 2006. Island Press. Covelo, California. Pages 15-42.

Precedents in other National Parks. Newton B. Drury Parkway in California's Redwood National Park is closed each day at sunset and reopened at sunrise. This closure was enacted to control wood poaching occurring along the parkway. For 33 years, portions of the Skyline Drive, the famed mountain road through Shenandoah National Park, have been closed at night during hunting season to control illegal hunting activity within the park during hunting season outside the park. In addition, almost all of the 561 National Wildlife Refuges close their gates after dark to protect wildlife and reduce the necessity and cost of enforcement activities.

This would allow (indeed require) GTNP to install one-way tire spike and automatic gates at both the north and south entrances to MWR. Users of inholdings would be allowed access through the gates and

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special use permits could also be established for activities such as wildlife photography.

Physical Characteristics - Do not pave the new road. Maintain it as a narrow, graded, dust-treated dirt road to make clear this is a different area of the park with a more rustic, wildlife experience, with reduce speed. While a gravel road may discourage traffic, its impacts in terms of dust and dust-reducing chemicals may, in the long term, be no greater than paving a narrow section of the road in a manner that preserves the rustic character of the road.

Moose-Wilson Road Realignment - realignment South of Saw Mill Ponds must be designed to protect wildlife and natural vegetation. However, route it along the existing old road bed and portions of old landing strip to minimize disturbance of natural habitat. Change alignment plan to avoid vernal pool and wet meadow north of current Sawmill Ponds Overlook, as well as, a large stand of trees with hawthorns. Instead, continue along top of river bench, following old track. Have a few pull outs and even connect the pull outs with narrow foot path near the bench summit for people to peer down into wetlands.

Topic Question 4:

There is no other National Park that offers the unique wildlife and recreational opportunities of Grand Teton. In considering the balance of its twin mandates to protect natural resources and enhance visitor experience, protecting the resources, in the case of GTNP especially its wildlife, MUST come first. We must always err on the side of protection. The plan must focus on long-term protection for wildlife and habitat in the corridor while making it easy and safe for people to visit this unique area on foot, bicycle, or public transit.

This is not a county transportation corridor. It is a special place to visit in Grand Teton National Park because of its rich wildlife habitat and opportunities to encounter nature.

The park and almost all constituents agree that traffic is a critical management issue for the corridor. The park should aggressively investigate all methods to reduce traffic and ensure that all vehicular traffic entering the corridor has to pass through a fee station.

Bicycle Use: Do not build a bike path or grant special privileges to cyclists - they are only 2-3% of total vehicles and less than 1% of all visitors. A paved bike path will significantly degrade natural resources and negatively impact wildlife. Cycling is recreation, and inimical to the nature-based, contemplative, discovery activity appropriate to this part of the Park. The cost of the pathway to both construct and maintain deprives other visitors, indeed other parts of the park, of much needed staff and financial resources. this is a terrible, terrible idea.

Comments: Do not be swayed by the politicians and special-interest groups. Grand Teton National Park superintendents have a long proud history of protecting the park's resources in the teeth of corrupt politicians and commercial interests.

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Topic Question 1:

I support Alternative D as a preferred option because it reduces overall traffic in a way that allows cars and bicycles to coexist on the road peacefully while making as little an environmental impact as possible. Gates and periodic closures sound like logistical and management nightmares. Alternative D is an ecologically responsible option that encourages alternative transportation by providing a much-needed pathway.

I also believe that paving and slightly rerouting the Death Canyon trailhead is imperative. Death Canyon is a popular tourist destination and the hike to Phelps Lake overlook or the lake itself is a nice grade for tourists who aren't in great shape. But the poor, degraded condition of the road precludes those with low-clearance vehicles from accessing the trail. This Park is a world-renowned tourist destination. We should be encouraging as much access as possible. The treatment of the Death Canyon trailhead in Alternative D hews closest to this goal.

Topic Question 2:

The gates and closures proposed under alternatives B and C should not move forward. They are inefficient and shift or increase the number of vehicle trips area wide because they will transform a 7-mile trip from the West Bank to Moose into a 25-mile trip. And without a pathway, those miles will be travelled by vehicle, as opposed to more environmentally responsible methods such as bicycles or on foot. The negative impact of shifted or increased traffic is bad for the environment and bad for wildlife that lives outside the corridor, especially along area roads like 390, 22 and 89, which will inevitably see more traffic and potential wildlife collisions from cars re-routing from road closures to get to the Park's entrance in Moose. 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 and a pathway.

Topic Question 3:

I believe the unpaved section of the Moose-Wilson road should be paved. I understand that folks think this would encourage speeding, but the road isn't well maintained and it is hard on low-clearance vehicles to drive on the road. Paving the road but keeping the speed limit low and frequently posting it should mitigate the incentive to speed through.

Additionally, no matter what alternative is pursued, a separate Moose-Wilson pathway is a safety need. It can be placed in an environmentally sensitive way to minimize impacts and close a dangerous gap, which will be even more apparent when the pathway from Jackson to Teton Village is complete by 2015.

Please add more public transit and partnerships as a way to reduce traffic congestion even more in the future.

Decreasing the increased traffic volumes for the long term is the Park's objective and that is possible only with Alternative D, which uses thoughtful, safer ways to get people out of vehicles and into the outdoors.

Comments:

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Topic Question 1:

I do not want to we the road adjusted or changed from the existing roadbed. Wildlife watching is an important component of the road and realigning the road away from wildlife habitat ruins what makes the road so special. I do not believe Wildlife are being negatively impacted by use of the road over my 30 year lifespan I have not seen any reduction in wildlife or habitat because of the road, keep it the way it is! Keep it special, don't realign it! Alternative A is the best solution.

Topic Question 2:

Any sort of quing for the road or closing it on certain days is just idiotic, too many people want to use the road already, so you want to make it available to less people? How is that even a solution, the park needs to serve the needs of the public, the public needs to use the road. Why not make it one way northbound from midnight to noon and southbound one way from noon to midnight, then the road is safer, fewer people use it but people can still get through. Please don't make people wait in line to go into a notional park, this is not Disney world.

Do not limit commercial wildlife viewing on he road, those people are educating the public about the wildlife and habitats, why would you reduce that?

Topic Question 3:

Make the road one way northbound from midnight to noon and southbound from noon to midnight that is the predominant direction of travel during those times.

Ban taxis, trailers and rv's if you pave the road. Do not reduce commercial wildlife viewing.

Don't close the road for bears, have a ranger on site when they are around. That makes sure folks are not

stupid who visit the road in the fall.

Topic Question 4:

Please don't ruin the best road in the park, leave it open for everyone to enjoy, don't limit who uses it when, dont realign it, just leave it alone! Tell the county to build a bridge across the snake river at teton village and most of the traffic would leave the road, don't change the road, stick to alternative A!

Comments:

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Topic Question 1:

alternative D= preferred positive option b/c there'd be fewer cars by encouraging diverse access thus preserving corridor's unique values, i.e. wildlife. alt D would enhance the visitor experience simultaneously preserving the wildlife by reducing motorized visitation.

Topic Question 2:

a, b & c

a= do nothing solves zero problems

b & c= gates & closures merely reroute traffic and bottleneck it in time/days

Topic Question 3:

free smart transit like buses in yosemite, grand canyon & zion canyon would be great for grand teton park & yellowstone.

Topic Question 4:

a separate pathway is a safety NEED.

Comments: thanks for asking public comment.

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Topic Question 1:

I prefer Option A to just leave the situation alone. Not making any 'improvements' selects more for those who are motivated to experience the area, and weeds out those who would drive the road simply because it's 'improved' and could really care less. Making it easy to pack more people in there lessens the experience for those who truly appreciate it. There needs to be some places in the park that have windy dirt roads - it enhances the concept of getting away from civilization. The more effort required to get somewhere, the more one values the trip.

Topic Question 2:

I don't like the idea of limiting use of the road with timed closures. Travel alerts will simply not reach most visitors ahead of them driving all the way to an entrance, only to turn around and go back through town. Locals don't want to have to keep track of extra schedules either. How would that work with people getting permits for multi-day backcountry trips who may not come out on the day/time planned? It adds another complicating difficulty to anyone's plans. Also, any widening and paving of the road encourages more people to drive it and to go faster. Knowing that it's a tight and narrow road with an unpaved section eliminates some traffic from the start. The Death Canyon experience would be wrecked by a large paved parking lot encouraging those who will only hike to the moraine overlook and turn around. Keep those hordes at Cascade Canyon and let those looking for a backcountry experience get one.

Topic Question 3:

If the goal of the LR Preserve is to enhance quiet self discovery, they should prohibit kids from jumping off that rock in Phelps Lake. You can hear them screaming from across the lake and it was a total beach scene this summer complete with someone flying a drone to record all the action. It's not the experience

for which I expected or wanted at the Preserve.

Topic Question 4:

Adding a bike path off the road would be fine in sections where it'd be feasible without disturbing existing water features.

Comments: Sadly, our national parks often become 'national sacrificial zones' just because they draw attention to places the general public wouldn't think to visit if it wasn't designated a park in the first place. 'Improving' roads and flows and parking lots adds to the increase in volume, which is ultimately what ruins the experience of the place and creates the need for even more management. The Moose-Wilson corridor has kept its profile lower than other roads of the park precisely because it's known to be a small, windy, partially dirt, slow road to drive without easy parking. This, by itself, helps limit the volume and thus increase the enjoyment of those who really value what the corridor has to offer. Please don't sacrifice this area by making it easier for the hordes to access. Spend the money on more rangers to better educate those visitors who do come to the park.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2167

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Date Sent: 09/15/2014 Date Received: 09/15/2014
Number of Signatures: 1 Form Letter: Yes ([Master](#))
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Correspondence Text

Topic Question 1:

alternative D= preferred positive option b/c there'd be fewer cars by encouraging diverse access thus preserving corridor's unique values, i.e. wildlife. alt D would enhance the visitor experience simultaneously preserving the wildlife by reducing motorized visitation.

Topic Question 2:

a, b & c a= do nothing solves zero problems b & c= gates & closures merely reroute traffic and bottleneck it in time/days

Topic Question 3:

free smart transit like buses in yosemite, grand canyon & zion canyon would be great for grand teton park & yellowstone.

Topic Question 4:

a separate pathway is a safety NEED.

Comments:

thanks for asking public comment.my wife, andrea, & i, and our five cycling JH kidz appreciate it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2168

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Correspondence Text

Topic Question 1:

alternative D= preferred positive option b/c there'd be fewer cars by encouraging diverse access thus preserving corridor's unique values, i.e. wildlife. alt D would enhance the visitor experience simultaneously preserving the wildlife by reducing motorized visitation.

Topic Question 2:

a, b & c a= do nothing solves zero problems b & c= gates & closures merely reroute traffic and bottleneck it in time/days

Topic Question 3:

free smart transit like buses in yosemite, grand canyon & zion canyon would be great for grand teton park & yellowstone.

Topic Question 4:

a separate pathway is a safety NEED.

Comments: thanks for asking public comment.my parents, andrea & andy, and my four cycling siblings in JH appreciate it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2169

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Correspondence Text

Topic Question 1:

The Moose-Wilson Corridor is a unique part of the Greater Yellowstone Ecosystem that provides a diversity of wildlife habitat. One only needs to consider the number of days that the road has been closed in recent years due to bear activity. The "somewhere else" that wildlife are supposed to go, is the Moose-Wilson Corridor. The selected alternative must also consider the future impacts of climate change on the corridor and ensure ecological integrity and resilience in the corridor to withstand these predicted impacts.

Topic Question 2:

NO MORE PAVED PATHWAYS!!!

Topic Question 3:

Alternatives A and C do not propose to realign the northern section of the road away from sensitive wetland habitats. The road must be realigned away from sensitive habitats, and the old roadway restored to natural conditions.

Topic Question 4:

Close the road at certain times of day (dusk to dawn) in order to minimize the impacts of vehicular and other human traffic on wildlife. Closing the road at night provides a clear message that the road is not a transportation corridor. It is not the park's job to manage county transportation needs. The Moose-Wilson Road is not a county transportation corridor.

Comments: Even if you cage all of the wildlife and pave every square inch of habitat, the selfish people will still want more. Please stick with your mandate to protect the wildlife and habitat resources of the corridor. Strategies must ensure a long-term vision of protecting the natural resources of the corridor unimpaired for future generations (of wildlife).

Thank you for the opportunity to comment on the Moose-Wilson Corridor Comprehensive Management Plan.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2170**

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Correspondence Text

Choose the alternative that will result in minimal human and wildlife conflicts.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2171

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Correspondence Text

Dear Superintendent Vela,

I am writing to express my concerns about the future of the Moose Wilson Road Corridor within Grand Teton National Park. As a lover of the national parks and a strong supporter of the national park system, I greatly value the wildlife, scenery, and historic values of this road and am concerned that unacceptable traffic impacts and calls for increased development could destroy these qualities. It is critical that the park service maintain the low-speed, winding, gravel road to preserve the historic character, solitude, scenic and wildlife values of this special area.

Please ensure that as the Environmental Impact Study begins, you prioritize this road as a quiet park destination and wildlife-viewing area; not as a busy traffic route. I encourage the use of traffic management techniques to reduce the number of vehicles, maintain slow speeds, and to eliminate commercial and commuter traffic along the road. These goals, combined with consideration of alternatives such as a one-way road option, or temporary or permanent road closures of all or part of the road could allow for safe pedestrian and bicycling use within the existing road prism. Although the NPS alternatives mention the use of a future small shuttle system, I encourage the park service to develop a more definitive plan that outlines how shuttle buses will be used to decrease traffic impacts.

I also support the use of seasonal closures, efforts to limit winter disturbance of wildlife and planning alternatives that protect wildlife security and movement corridors from human disturbance. Most importantly, development in areas that have not been previously impacted should be avoided.

Grand Teton is certainly a gift to the residents of the local community; but it is also landscape that is

owned by, cherished, and enjoyed by people from across the United States.

Thank you.

We appreciate your efforts to support park protection around the country. Grand Teton National Park is a special and beautiful place and your action will really make a difference in how the park will manage a critical road corridor in the future.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2172

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Correspondence Text

Topic Question 1:

The problem being addressed is too much traffic/pressure/stress in a sensitive and uniquely special wild environment within a national park. The strategies within the alternatives which specifically address this problem are those that should be carried forward. These include: limiting vehicle traffic meaningfully/significantly by restricting flows, restricting/eliminating commercial/taxi use of the road, creating a better Death Canyon trailhead/entry experience, and completing the two roadway adjustments on the northern section to bypass the sensitive and critical beaver pond/wetland habitat and straighten the northernmost section to align with the park gate. Maintain and enforce very low speed limits. It is a not a through-highway.

With the above strategies, the park will have shown the foresight to protect a key wildlife area while holding its preservation as its paramount concern.

Topic Question 2:

The various traffic restrictions by peak hours, queue lots and twice-week closures seem to invite a management mess and a PR/visitor experience problem. Simplicity, regularity and ease of communication should be guiding factors to traffic calming. The separated pathway, while undoubtedly a nice amenity for a great means of recreation, seems an unnecessary addition to that area of the park, particularly when considering the physical disruption to to the immediate environment, the expansion of the total roadway berth to infringe upon a migratory barrier, and the potential human-grizzly conflict that could arise. A family and young kids rising their bicycles through a fairly dense bear zone is a safety concern for the good of the people involved, and a huge management issue for the park. The road is already frequently closed due to grizzly presence. I'd have to imagine that those closures would increase if the volume of

casual family bike traffic increased.

Topic Question 3:

Additionally, I believe that the best traffic reduction plan will include making the road a one-way for the 6 months that it is open. If possible to manage for a shift in direction based on daily usage patterns, that would be the ideal scenario. However, if that is impossible or impracticable, a one-way in the direction of the greatest summer traffic (likely south to north) should be established. I don't think it is possible to reduce the traffic to the degree needed (significantly or meaningfully) by any of the other proposed "calming" methods, which also seem to create additional management burdens and unsavory visitor experiences (waiting in holding lots, etc., advance reservations, etc.). Public transportation shuttles could be used to move people through the corridor and perhaps the one-way strategy is a precursor to a second phase of shuttle-only through the corridor. Any traffic issues related to the increase in Teton Village success/stress must be dealt with independently. Moose-Wilson Road cannot provide a solution to growing demand at the resort. When the road is a one-way, it should be striped to provide a safe bike lane just as the Jenny Lake Scenic Loop enjoys. In this way, it also allows for people to bike it safely, but likely also does so in such a way that doesn't overburden the area as it might if it were promoted as an "official" pathway connector.

Topic Question 4:

In any scenario, I don't think paving the remaining stretch has a deleterious effect on the overall goals unless existing science shows otherwise. If the road becomes a one-way with a striped biking option like Jenny Lake Scenic Loop, it would seem advantageous to pave the remainder without adding any additional "footprint."

Comments: If you don't know where you are going, any road will take you there. But we do know. In many moments of prescient thought, this community has reaffirmed what it believes is right while placing wildlife and wilderness first. For the future of Moose-Wilson, our predecessors have left a great map. We would do well to follow their lead.

From his cabin in Moose, Olaus Murie served as president of The Wilderness Society beginning in 1950. In the decade prior, Murie and other engaged citizens had successfully campaigned for the expansion of Grand Teton National Park to include the valley floor of Jackson Hole, without which the preservation of our magnificent array of wildlife likely would have been impossible.

Throughout the 1950's, Murie and other Wilderness Society members and friends from around the valley - and world - discussed how they could more effectively protect the wild places and wildlife they loved. Wilderness Society co-founder and Murie friend Aldo Leopold had once said that a land ethic "evolves in the minds of a thinking community." The product of the thinking community whose heart and soul was in Moose throughout that decade was the 1964 Wilderness Act. Such a movement was especially impressive since the National Park Service was engaged in an era of rapid infrastructural improvement to enhance the visitor experience during that same period. The Park Service's Mission 66 program aimed to increase access wherever possible: more roads, more amenities, and more convenient interactions with wildlife to please and thrill tourists. Mission 66 was a product of its time, but it represented a way of thinking that the Muries and contemporaries rightfully challenged.

Mission 66 sparked an especially vigorous debate in Mount McKinley (now Denali) National Park. Brothers Adolph and Olaus Murie fiercely opposed Mission 66 efforts there, which would have resulted in an expanded, paved highway leading to Wonder Lake - and additional visitor comforts along the way. Adolph pleaded for "some planning along idealistic lines." Olaus warned against the "prevailing

enthusiasm for what the bulldozer can do."

Thanks in large part to the efforts of the Murie brothers and assembled friends, Denali National Park eventually adopted a new guiding theme that would place the "maintenance of wilderness integrity" above all other considerations. With that guide in place, the Park Service terminated construction of the road even as it had already begun - a sustained illustration of the power of impassioned and principled voices to change the course of history. Visitors to Denali today, fifty years later, can appreciate that foresight as they view the vast, wild landscape and wildlife from a shuttle bus on a still-dirt road. It is an unmistakably wild experience.

So now we consider what to do with our road - and America's road - that runs through a landscape that we share with grizzly bears and sandhill cranes. This reflection is valuable and necessary. Many wild lands and wildlife have relied on our voices to ensure their survival, grizzly bears and sandhill cranes among them. Those of seven generations hence can't raise their voices yet, but I hope that one of our foremost considerations is how we can ensure that they will see bears and cranes in that part of the park.

I am grateful for the land and wildlife we have inherited in Jackson Hole, and recognize the privilege we have to reside humbly in this extraordinary place. By passionately protecting the wildlife-rich and magically enchanting Moose-Wilson area, we'll demonstrate that we are a thinking community, sharing an ethic worthy of our valley's past, and necessary for its future. Leopold once said, "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." I think it is clear that a park visitor in 2100 will know that the right decisions for Moose-Wilson always protected the wildness first. We might simply ask: based on everything we know, what is the best thing we could do to further and strengthen that habitat for bears, cranes, beavers, elk and all the rest? That will be the right answer.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2173

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

Topic Question 1:

The strategy should be to reduce traffic by encouraging use of the road only as a means for visiting destinations within the corridor, and to do it with as little disruption of the corridor (and cost) as possible. Try simple steps first:

-- Keep traffic slow, to eliminate the incentive to use the road as a shortcut. Best initial low cost steps are to leave the road as it is, employing speed bumps between Sawmill Ponds & LSR Preserve Center, and lowering speed limits -- no new construction costs and no need for new enforcement personnel.

-- Ban RVs, trucks, buses, tour guide vehicles over ten pasengers.

-- Ban bicycles (I write as a former avid road biker, recently reduced to a wheelchair). The issue here is safety -- for wildlife, bikers and drivers. An option would be to allow bicycles only for the first and last 2-3 weeks the road is open.

-- Don't do more paving, parking lot expansions, facilities/adaptations for the handicapped (I'm in a wheelchair and enjoy the corridor just fine), or anything else to make it less wild. That destroys the reason for having this unique space.

-- Don't plow or groom any segments not now plowed. Those who want groomed trails have plenty of other options(written by a former avid cross country skier on groomed and ungroomed -- including Moose Wilson -- trails).

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2174

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Correspondence Text

Topic Question 1:

I think the strategies that need to be carried forward should be directly related to " decrease in visitor volume " i.e :control # s of vehicles by using limited "public transport", with off sight parking (like Zion , Denali & Yosemite NP 's). Changing Dates of access according to Peak wildlife activity i.e: closed during grizzly feeding times & spring calving). Bathroom at Granite Cyn . Limit Death cyn visitors like the LSR.

Topic Question 2:

PLEASE DO NOT PUT A BIKE PATH ON MW ROAD !!!!! Why would we EVEN THINK ABOUT major construction for years & years....resulting in destruction of important wildlife habitat, geology, waterways, ecosystems being disrupted and wildlife being disturbed...this all seems to defeat the ultimate purpose of preservation !!!! NO road realignments, NO changed trailheads, NO more development & NO bike path !!! Leave well enough alone and close the road if we must !

Topic Question 3:

I am totally appalled at ALL " The FOR - PROFIT " commercial vehicles that have taken over the MWC and the rest of the valley i.e.: wildlife safaris This has become a huge problem and should not be allowed on the MWC.

Comments: I am a 38 year GTNP enthusiastit would break my heart to see the MWC developed like the rest of this valley. This Valley has been " Loved To Death "like So many other beautiful places on earth ! People are the problem, and it is only going to get worse, I really don't know if there is truly a " Solution " !

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2175

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Contains Request(s): No Type: Web Form
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Correspondence Text

Topic Question 1:

The identified need for a comprehensive plan for the Moose-Wilson corridor is a) increased motor vehicle and bicycle traffic, which complicates the management of wildlife (including, e.g., grizzly bears). Given this identified need, the appropriate strategies are those that will significantly reduce current and future traffic levels, to protect both the wildlife and the safe wildlife-viewing experience of visitors. The strategies that would best meet the need and achieve the goals of the plan would therefore be:

- - to reduce the volume of traffic by a) encouraging the use of the road by motor vehicles only as a means for visiting destinations within the corridor, and b) disincentivizing, and to some extent restricting, other uses. These goals can be achieved by (i) reducing speed levels on the Moose-Wilson Road (including through serious speed bumps, see Q4 below); (ii) eliminating use of the corridor by commercial vehicles other than those necessary to NPS maintenance and wildlife-viewing/ski-touring vehicles as now permitted (no taxis should be permitted as the only purpose is to commute to the airport); and (iii) limiting vehicle size to exclude buses, large RVs, etc.

Topic Question 2:

Regarding the paving of the south end of the road: I would advocate leaving it unpaved, which necessarily slows and diminishes traffic; but if it is more economical to pave the southern stretch, I would not oppose that strategy if speed bumps were closely placed on the road (See Q3 below). Other strategies laid out in alternatives B and C to address traffic volume may be aimed at the primary identified need for a plan, but the mechanisms are far too elaborate, costly, complex, and unnecessary to accomplish the plan goals; they

therefore should not be considered unless and until simpler, cheaper, and more straightforward means of dealing with the need have been tried and have demonstrably failed (See Q3 below). The movement of roads, development of parking areas, and closures of winter access north of Death Canyon trailhead seem to serve no identified need and would, to the contrary, diminish the kind of visitor experience the plan is intended to enhance.

The strategies in Alternative D appear to be wholly contrary to almost all of the goals set out for the plan, and are completely unnecessary to meet the identified need. They would destroy the qualities of the Moose-Wilson corridor that make it a special place in GTNP, would diminish if not destroy the visitor experience, and would be irreversible. It is nothing but a grand development scheme that is contrary to the stated goals of the plan and certainly not justified by the identified need for a plan.

Topic Question 3:

Yes. Reduce and slow traffic by the installation of serious speed bumps at close intervals over the entire course of the Moose-Wilson road (whether paved or not). The speed bumps would sharply discourage using the road as a commuter shortcut from Teton Village or the rest of hwy 390 to the airport, and commercial and other traffic from north of town to Teton Village or Wilson (or Teton Pass).

The speed bumps could be permanent or the temporary kind that could be placed when the road is opened each Spring. They would permit passage of bicycles (though see bicycle comments below).

Topic Question 4:

Like doctors' Hippocratic Oath, the NPS charge should be to First, Do No Harm. The Moose-Wilson road is a special place in GTNP and its unique qualities should be preserved for future generations.

Consequently, in principle, I believe the road should be left alone, but protected from current and future misuse. Steps clearly need to be taken to reduce traffic, and I have outlined above a speed bump proposal that I think would largely, if not entirely, meet the need identified for the plan and would do so cheaply and without harm to all the values that those of us who love the Moose-Wilson road want to protect.

Regarding bicycle use: Every road does not need a bike path, and this is the road that should not have one. The Park (like Teton Co) has (and is expanding) wonderful bike paths that connect to the entrance at Moose, but where these would threaten wildlife or diminish the intimate wildlife viewing experience of visitors -- i.e., the Moose-Wilson Road -- they should not be built. And to protect wildlife, bicycles should probably be banned on the Moose-Wilson Road. Although it seems impractical to me, if the NPS were to conclude that it was safe, I would have no objection to, for example, a two-week period in the Spring and Fall when the road would reserved for bikes.

Comments: First, please don't pave paradise. I am a cyclist who likes pathways, but not this one. I am married to a committed road-biker who has always opposed pathways, including this one, that would destroy the whole point of being there. And now he is in a wheelchair, and neither he nor I thinks that the Moose-Wilson Road is a place where special arrangements should be made for the disabled. Some things have to be left alone.

Second, Please extend the comment period, and further publicize the issue and opportunity to comment. In recent weeks and days of raising this subject with friends and acquaintances, it has become clear to me that a lot of people who care about the issue and have useful thoughts on it were not aware of the comment deadline. Mostly, I think the young people who will either benefit or suffer from the choices made have been unaware of the opportunity to be heard.

Thanks for the opportunity to comment, and please, do no harm.

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2176

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Correspondence Text

Topic Question 1:

Option D. A bike path would reduce traffic and create a safe corridor for bikers. Tourists on that road are not looking out for anything but wildlife and it is a hazard to ride there!

Topic Question 2:

I oppose the options that don't include a bike path. One way and alternate days would pose an undue burden on the people that use the Moose-Wilson road to get from the village to the park.

Topic Question 3:

I like the idea of moving the road to a location where it would be less disturbing to wildlife, so grizzlies could eat berries in peace without the road needing to be closed. Also, keeping the road open in winter would provide great access to the park.

Topic Question 4:

Thank you for accepting public comment on this issue!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2177

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Correspondence Text

Topic Question 1:

D is the only alternative to consider. The road as it is needs to stay open for obvious reasons of unique guest experience, better traffic flow throughout the valley, getting visitors to have interpretive opportunities in the park etc etc.. The addition of a pathway is overdue and should be a priority of the park. Pathways are important to both residents and visitors. Allowing access to the park to non motorized visitors and residents is better for the environment, provides better connective opportunities the natural splendor of the park, and is a far safer. Autos and bikers or walkers on the road as is is very dangerous.

Topic Question 2:

B and C are a joke and I won't further comment as the reasons. They are obvious.

Topic Question 3:

No suggestions.

Topic Question 4:

A pathway is essential and handles all of the items listed as goals. Particularly it allows folks to enjoy values of the park.

1. scenery
2. geologic processes
3. ecological communities and wildlife
4. aquatic resources
5. cultural history and resources

6. natural soundscapes and acoustic resources
7. visitor experience in an outstanding natural environment

Comments: D is it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2178

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Correspondence Text

Topic Question 1:

Plan D has a bike path, and thus it's the best. Any plan without a bike path would not be acceptable.

Topic Question 2:

I think the road should be moved to the flats, so that tourists landing at the airport could have easy access to Teton Village. The existing road is slow and not very fun. If you're looking for wildlife, it's too crowded. If you're just trying to get to Teton Village, it's too slow. Nobody is happy. How about making a fast road to Teton Village, and leaving the slow road as a one-way wildlife viewing road. Everybody is happy that way. Then build a bike path next to the slow road, and you'll have something special.

Topic Question 3:

Simply put, the existing road is bad for everybody. Make two roads: one for people who want to get from Teton Village to the Park, and another wildlife viewing road for people who aren't in any hurry. A bike path is essential.

Topic Question 4:

The bike path to Jenny Lake is right next to the road. Why? Why would you ever build a path next to a busy road? Would you ever hike next to a busy road? You have all this land, build a bike path that would be a model for every other national park. Make it wild and scenic. Leave a legacy that generations will enjoy.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2179

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Correspondence Text

Topic Question 1:

alternative D= preferred positive option b/c there'd be fewer cars by encouraging diverse access thus preserving corridor's unique values, i.e. wildlife. alt D would enhance the visitor experience simultaneously preserving the wildlife by reducing motorized visitation.

Topic Question 2:

a, b & c

a= do nothing solves zero problems

b & c= gates & closures merely reroute traffic and bottleneck it in time/days

Topic Question 3:

free smart transit like buses in yosemite, grand canyon & zion canyon would be great for grand teton park & yellowstone.

Topic Question 4:

a separate pathway is a safety NEED.

Comments: thanks for asking for public comment. my parents, andrea & andy, and my four cycling siblings in JH appreciate it.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2180

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Correspondence Text

Following are brief comments regarding the Moose-Wilson Corridor Comprehensive Management Plan. After reviewing the management goals and desired conditions for the Moose-Wilson Corridor outlined in the published NPS newsletter, it is apparent that the inclusion of a separated pathway would not be compatible with the long-term vision of this unique corridor.

A key element of Alternative D, the construction of a separated multi-use pathway, should not be a preferred strategy carried forward in this planning effort. The impacts associated with the construction, use and maintenance of a pathway carry far too many risks to the natural and cultural resources this planning effort intends to protect.

Irreplaceable areas such as the Moose Wilson Corridor, where the American public can experience a wilderness setting, with abundant wildlife, are too few. For this reason, preferred management strategies should be based on a principle of minimal ecological disturbance. Constructing a separated pathway up to 50 feet away from the existing road is just the opposite.

If you do evaluate a pathway as a potential strategy, it is essential that the functions of the pathway, in terms of alternative transportation versus recreational amenity, be clearly distinguished. Potential increased visitor volume at the Rockefeller Preserve should be addressed. Safety issues related to potential human-wildlife encounters on the pathway should also be addressed.

The general concept of a pathway in many areas is fine. The benefits often outweigh the costs. However, in the Moose Wilson Corridor, a separated pathway is not appropriate. All management actions possible should be taken to prioritize wildlife habitat protection in the Moose Wilson Corridor. If not here, a place

of such ecological abundance and a conservation legacy that is home to the Murie Ranch and Rockefeller Preserve, then where?

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2181

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 1:

A plan to combine the park entrances to that traffic from the north would be subject to all restrictions (size and weight) that exist now, but are NOT enforced. This also allows the park to collect fees.

I think that the road to the Death Canyon Trail head trailhead should be improved to a single lane with periodic pullouts for passing. This leaves the distance of all hikes the same as it is now.

The Granite parking area should be improved with restrooms. And the road paved as well.

Topic Question 2:

Under no circumstances should a 2-day period for bicycles be allowed. This would restrict cars that need to go to work. and further exacerbate the demand for the trails.

To allow any commercial vehicles would be in direct violation of the road to be a small vehicle experience.

Topic Question 3:

I don't believe you have specified restrictions about size and weight of vehicles, whether commercial or privately driven.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2182

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Notes:

Correspondence Text

Topic Question 1:

With few minor changes, I feel that the best alternative is to leave the Moose Wilson roadie its current state. The addition of a fee/information station @ the north end, and status signs that can continually be updated at each end of the road (but prior to approaching the entrance station) would help park visitors to make alternative decisions in regards to dealing with crowds in this corridor. The use of satellite parking areas at each end of the road, and free shuttle vehicles would help eliminate the traffic from vehicles that do not want to continue through. This service could also shuttle cyclists through this section of the park(with bike racks provided on the shuttle vehicles.

Topic Question 2:

No new pavement! No paved bike path! The destruction of park habitat and resources for such a purpose would be horrible. The road is already a fabulous bike ride in the "off season" when it is closed to cars. Why not keep it a seasonal special activity rather than destroy acres of land and thousands of trees for a paved human experience, that will only be available for a short time each season. Not every geographic area is suited to be paved for the pleasure of humans. The dirt portion of the road should be kept as seasonally maintained dirt...it helps to keep the traffic flow moving, but slow.

Topic Question 3:

The commercial use of the road is very high. Traffic problems could be cut down if through traffic by taxis was banned(through commercial traffic is banned on other park roads unless it is the only way through to a destination, I believe). "Road based"(i.e.motor touring)wildlife tourism is very thick, and should be curtailed,if not eliminated through the area.

Topic Question 4:

The Granite Canyon trailhead is the only major trailhead in the park without so much as a vault toilet. It could use a little upgrade, and hygiene.

Comments: If increased visitor use is a problem, don't make things bigger and nicer, it only brings more people. "If you build it, they will come." The Park has been part of the problem with increased use, by adding the entrance station @Granite canyon, and the LSR, people have been drawn to this part of the park. If more development is added, more people will be drawn to the development. Don't pave the road, and don't add a paved path.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2183**

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Topic Question 4:
My main comment is that I think it would be very important and beneficial to have a bike path!

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2184

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Correspondence Text

Topic Question 1:

After reviewing ALL 4 alternativ, I find that no single Alternative fulfills the purposes/need of a plan. 1. Any plan MUST include an entrance gate at the North end of the Moose/Wilson (M/W) road. Vehicle size and weight must be controlled if the purpose of this road is to remain narrow and winding (mentioned in all Alternatives. Managing traffic flow during peak periods I believe would best work by queuing timed sequencing techniques, bearing in mind not all cars in either direction plan to simply drive from Moose to Wilson. I favor a small bicycle path, not a multi-use path, closely following the M/W road as the best alternative for bicycles. Users must be informed that bears like to chase running objects, They do not discriminate between a small child or a small animal food source. I foresee a serious increase in human-bear conflict with the creation of a multi-use path. Please maintain the Death Canyon trailhead parking area in its CURRENT location. The plans described in Alternative D for the access road to the Current Death Canyon trailhead I feel is the very best plan which meets your goals and serves the public.

Topic Question 2:

There are many preliminary alternative which I feel would be detrimental to positive visitor experiences. Requiring reservations to go on the Moose/Wilson road I see as non-workable. Reservations don't even work when people are paying for a reservation. A vast majority of visitors will not be pre-informed. This creates an immediate negative experience. Closing this road 2 days a week for bicycles will not work either. Both bicyclists and motorists will be unhappy because the days will never meet the desired needs of either faction. A separate bicycle path is a much better idea. Only peak flow days should require traffic management. If the road is closed for wildlife. bicycles should not be given special entrance. Bicycles should follow the same rules as motorists when the road is open. Please do not allow any more commercial traffic on the road than currently exists.. This road should be

always narrow and winding and SLOW.

Topic Question 3:

If you have not already done so, please prohibit oversize vehicles, both private and commercial from entering the road. These over-size, overweight vehicles block traffic, take up unreasonable parking space, block views of other cars. i suggest speed-bumps because they control traffic better than dozens of patrol cars could. Pleasdo not create an outside "sense of discorvery". Any attempt to do this will prevent people from their own self-discovery

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2185

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Correspondence Text

Topic Question 1:

I believe Alt. B would be the better strategy, because it protects wetlands and gives the greatest protection to animals and plants, as well as the protection of wetlands.

Topic Question 2:

I am not sure a gate at LSR will achieve lower density of vehicles, as all vehicles would have to turn around and return on the road, essentially doubling traffic and potentially causing traffic jams and crowding. My question would be, would it really cut traffic down that much if the road does not go through to Teton Village or the Park? Possibly, or possibly not. It sounds like a tangling mess.

Topic Question 3:

Shuttles to and from LSR/N and S entrances with drop-offs for Death Canyon trailhead. Also controlled amount of Tour vans, and little to no private automobiles. Other parks have used public transportation /shuttles to move people through sensitive areas of the park. GTNP should also look into this more thoroughly.

Topic Question 4:

I believe the Park should do what is needed to provide lasting preservation of a place that could literally be loved to death. Un-regulated travel, travel through as a commuter road, adding more concrete/blacktop barriers to moving wildlife, and changing vegetation and micro-habitats, all contribute to erosion over the years to something more sterile, less alive - not what any of us want over the long term. I think there are many self interest groups and individuals that are myopic about the long range outcome of the MW Corridor, and GTNP needs to see beyond the desires of interest groups and individuals

focused only on the immediate results that would benefit themselves in the relative short run. The Park should absolutely do what is right for the wildlife and plant life, and for sensitive areas, with a look at the long term survival of of habitat, animal, plant, and scenic values.

Comments:

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2186

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Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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Correspondence Text

Dear Superintendent Vela:

Thank you for the opportunity to weigh in on the Moose-Wilson road corridor. In 1960, my parents, purchased 10 acres from the Huyler family, at the southern end of the Grand Teton National Park (aka Granite Canyon/Poker Flats). For decades my family and I have been the eyes and the ears of the park as well as ardent stewards. The Moose-Wilson road dissects our property and the Moose-Wilson corridor is our front yard. I have spent my entire life hiking, running, fishing, skiing and thoroughly exploring this precious corridor. I have had the great fortune to know every inch of this part of the park intimately.

Curiously, the biggest change to the M-W corridor in my lifetime occurred when Laurance Rockefeller generously turned over the J-Y Ranch to GTNP and created the LSR preserve. All of a sudden, his heirs were cut out of the will and we, the public, were the beneficiaries. While Laurance had a clear vision and thoughtful plan to preserve this part of the park, the greater Phelps Lake area is, without a doubt, being loved to death. That being said, I am conflicted about what to do to save this precious resource. I appreciate all the options and thought put into alternatives A-D.

My ideal solution involves no bike path, an unpaved, rustic and pot holey southern section and a realigned northern section to distance the vehicles from the berries, beavers and bears. I realize that vision will likely not fly into the future, so below is my cheese plate of strategies from all four alternatives.

- â€¢ Please do not close the road, make it one-way or limit the number of private vehicles, yet.
- â€¢ Please do not develop a pathway.
- â€¢ Drop the speed limit to 25.
- â€¢ Prohibit commercial vehicles except permitted wildlife viewing concessions.
- â€¢ Realign the northern section of the M-W road away from the beaver ponds and berry bushes. Create

pullouts and parking areas for wildlife viewing. (Yellowstone National Park just reported 2.7 million recreational visitors for the first eight months of 2014 and I do not know of road closures due to chronic animal jams.)

â€¢ Improve the southern end of the road, keeping the narrow, windy character.

â€¢ Add outhouses and improve the parking areas at Granite Canyon and at Death Canyon (across from the Barker's driveway.)

â€¢ Improve the horse parking at Poker Flats and Death Canyon.

â€¢ Combine the one-lane White Grass and Death Canyon trailhead roads. This takes stress off of the LSR parking. Improve the parking at Death Canyon.

Thank you!

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Correspondence Text

Topic Question 1:

realigning north part of road around ponds to move traffic away from wildlife activity and prevent bear related closures Winter use: seasonal closures and no grooming, no commercial activity maintain tranquility. Amazing part of the park so easily accessible during winter just don't commercialize it. Traffic must be: ideally through closure and use of transit managed.at the very least directional flow techniques but ideally use of transit and shared roads for bikes. Many other parks have successfully done this

Topic Question 2:

Alternative D should not go forward. It proposes strategies that have serious and frankly unacceptable impacts on the values the Park is tasked to protect : a separated pathway would further fragment habitat; construction through heavy vegetation results in significant impact on the vegetation ;it increases the potential for animal human conflicts and humans on bikes are a very threatening proposition for wildlife being unpredictable and often almost completely silent in their approach. Sharing the road is a strategy that the Town of Jackson and Teton County have both found acceptable in many places.; it should be acceptable in the M-W corridor. Biking is an optional activity and mostly for recreation not as a transportation alternative so cycling in the corridor is a choice people make.

One of the principal issues facing the corridor is the increase in human related impacts, mainly through the ever increasing use by vehicles .Alt D does not address this problem adequately: a reservation system is difficult to manage and would no doubt leave some visitors quite disappointed. Better to initiate a transit system as in Zion or other parks and prohibit thru traffic on the road. Transit, bikes via share the road or walking would offer visitors daily access to the corridor. but without the environmental impacts of continued road traffic. Transit from Moose to LSR and from Teton Village and M-W entrance to LSR.

Could allow some vehicle traffic from Moose to LSR but this would be constrained by Rockefeller parking and use conditions.

Alt D fails to meet the goal statements and desired conditions, rather it seems to be encouraging development of a recreation destination. and not "meaningful opportunities to experience the rustic character and diverse ecosystems".

Where is the language used by Mr Rockefeller in his dedication of the LSR: "harmony with nature. Spiritual renewal" "avoidance of progressive overuse which is destroying the very values people seek in coming to our parks"

Alt D would, I submit lead to the very overcrowding and progressive destruction that Mr R is appealing for us to guard against..

Alt A solves nothing and will lead also continue the corridor on the path to progressive destruction.

Alt B restriction of traffic during peak periods does not address issue of people speeding thru when possible en route to somewhere else i.e., the bypass/airport shortcut problem

ANY alternative proposing one way traffic only should have that flow going south, otherwise , if the flow is northward, the road will become the expressway (absent a bear jam, of course,) to the airport or elsewhere. Two way traffic from Moose as far as LSR should be maintained for visitor access to the VC there unless transit is provided.

Winter use should NOT include grooming of the trail, use by snow bikes or commercial guided trips by ski or snowshoe. The plan here is managing for the long term future. Commercial pressures from Teton Village in particular and elsewhere will only increase over the years. The pressure for increase use will be significant. Witness the amazing proliferation of wildlife viewing tours in the last few years. Wonderful that visitors can see wildlife but what about the quality of the experience and the level of educational interpretation and the volume of traffic associated with it.

No taxis and commercial traffic

Topic Question 3:

There should be an ALternative that addresses the absolute highest quality protection the park can offer to h=this amazing resource. There are creative ways to control numbers yet maintain access. Other parks limit numbers and maintain the quality of the experience. Rockefeller wanted the place to be protected and offer tranquility and a place to experience spiritual renewal. This alternative should capture the spirit and intent of the LSR Preserve gift and extend it to the entire corridor.

Stopping thru traffic at the LSR VC and perhaps from the south at Granite would go a long way to maintaining the tranquility. You cannot have heavy traffic, even in a somewhat controlled manner and maintain the quality of the experience. They are simply incompatible .

Comments: I totally agree with the sentiments in this column by Todd Wilkinson who is far more articulate than I am

http://www.jhnewsandguide.com/opinion/columnists/the_new_west_todd_wilkinson/increased-protection-doesn-t-harm-parks/article_7be4b836-5e63-5457-aba6-1d0f7f0286ce.html

POSTED: WEDNESDAY, AUGUST 13, 2014 4:30 AM

The New West / By Todd Wilkinson | 1 comment

In his new page-turning book, "Peaks, Politics & Passion: Grand Teton National Park Comes of Age," historian and seasonal Moose resident Robert W. Righter reminds us that Grand Teton is a national park. It's a fact some local politicians, self-interested land developers, state legislators in Cheyenne and all three members of Wyoming's congressional delegation are loathe to grasp or accept.

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

Sothebys/Huff - In Story Quarter #1 - 50k

Unfortunately, antagonism has always been this way in the valley, since the very beginning of the park's creation.

How often people forget the awakening that occurred inside the late Wyoming governor and U.S. Sen. Clifford Hansen, a lifelong local rancher and Teton County commissioner who rode defiantly on horseback across the sagebrush in protest, a young man hellbent on defying federal expansion of the park boundaries.

Ironically, the park made Hansen's own land astronomically more valuable for nothing he did. Hansen spent the last decades of his life publicly admitting his efforts to undermine park preservation were a mistake - that Grand Teton was the best thing that ever happened to Jackson Hole.

In Hansen's defense, even conservationists with the largest environmental groups in the country were myopic in fully appreciating the enduring value of protected landscapes.

Righter's "Peaks, Politics & Passion" couldn't arrive at a better moment, just as this community is becoming embroiled in yet another battle royal; this one involving proposals to radically alter the rustic character of the Teton Village-Moose Road.

ANd this piece by Bob Righter

POSTED: WEDNESDAY, AUGUST 20, 2014 4:30 AM

By Robert Righter and Sherry L. Smith | 7 comments

Many years ago Olaus Murie reflected on the fierce discord created by the fight to create Grand Teton National Park: "It would seem the sheer beauty of the place ... has actually been the cause of discord.

Neighbor against neighbor, group against group, the feelings have smoldered, leaping out in open conflict from time to time, the bone of contention being: what to do with this beautiful place?"

Once again battle lines are forming about what to do with this beautiful place as Grand Teton National Park issues its "Preliminary Alternatives" for the Moose-Wilson corridor plan and invites the public to comment. This park inevitably generates conflicts between peoples' interests and those of the wildlife that cannot speak for itself or write letters to the newspaper. That is the essence of this current controversy. Advocates of expanding human access are at odds with those who want to preserve the area from further development. Which way should we go? Promoters of the new bicycle path and road improvement, for instance, believe it is possible to have it all, doubting their presence will disturb wildlife.

JHREA - In Story Quarter - 50k

The problem is too many people demand too much from this small corner of a relatively small national park. So, who will protect it against the deluge? Certainly not the Wyoming congressional delegation or some local representatives, political figures who respond to constituents' demands, especially those from well-organized and well-funded special interests. An exchange between President Theodore Roosevelt and "nature's advocate" John Muir demonstrates the problem. In 1909 Muir was desperately trying to save Yosemite National Park's Hetch Hetchy Valley from a dam that would provide water for San Francisco. Roosevelt pointed to the voters in that city and then asked Muir, "Do your constituents [meaning the non-humans of the threatened valley] vote?" San Francisco dammed the Tuolumne River and flooded Hetch Hetchy. Interestingly, there was no National Park Service to help Muir protect Yosemite. That agency emerged out of the controversy to represent the voiceless and keep such degradation from happening again.

Today it is up to the National Park Service, aided by environmental groups and sympathetic citizens, to speak on behalf of the flora and fauna of the Moose-Wilson corridor. Of course, the National Park Service must also provide access to the public. It is a challenging balancing act. Bicyclists currently have more than 20 miles of pathways, constructed over the last five years, to enjoy on National Elk Refuge and national park lands. This autumn a 1.2-mile strip, costing \$3.2 million, will connect the current pathway at Moose Junction with Antelope Flats Road, making a wonderful loop to the east for those who want a circular route. Another loop, carved into the Moose-Wilson corridor, is neither necessary nor

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

appropriate.

We are in danger of destroying what we all love. It often begins with an innocent activity and an inability, or unwillingness, to consider long-term consequences. In 1939 a handful of recreational pilots cleared a sagebrush strip north of town where they could fly their biplanes. Seventy-five years later that rustic runway has become the busiest airport in Wyoming and one that has seriously compromised the park. It is a case of "creeping incrementalism." Activities that start out harmlessly can take on a life of their own, damaging the park forever.

Who does not like bicycles? Who does not advocate safe pathways? But do they belong everywhere? This is a moment and Moose-Wilson is a place where people need to honor the park's responsibility to protect, defend and look to the future so that 75 years from now people will continue to enjoy the sanctity and natural wonders of that precious patch of land.

Earlier in his career, Righter, a research professor in American history, penned what many consider a classic must-read for anyone who loves Jackson Hole: "Crucible for Conservation: The Struggle for Grand Teton National Park."

The clarion message of that book was this: Had it not been for a brave coterie of citizens speaking out for the national interest and refusing to let Grand Teton become captive to narrow-mindedness on the part of Wyoming politicians and resource developers, park views and wildlife habitat as they exist today would have been destroyed, covered with scattershot development.

In "Peaks, Politics & Passion," Righter picks up where "Crucible" left off, carrying readers forward from 1950 to the present.

He delves into controversies, actually names names and reminds readers that the human melodrama playing out in Grand Teton can be as heart palpitating as any ascent up the mountain.

Righter explores the never-ending pressure from individuals and commercial interests to exploit the park for their own economic ambitions and conveniences.

He wades into the ethical and moral dilemmas involved with search and rescue using real-life examples.

He dives into the contentious issues and bullying tactics of the federal government surrounding park inholdings that still rankle people to this day.

He recounts the history of livestock grazing and controversial big game hunting in the park while discussing management of grizzly bears, wolves and the adjacent National Elk Refuge.

Righter's text stops just short of getting into the Teton Village-Moose Road debate, though he notes that the National Park Service Organic Act, the courts, and the American public have consistently sided with management decisions favoring preservation over development.

An ardent rafter, Righter notes that he would relish having the park change certain rules to fit his own whims, including lifting prohibitions on camping in undeveloped sites and allowing boaters to take pets into the backcountry.

"I see no reason that my perfectly behaved dog cannot accompany us," he writes. "He does not bark and has no interest in chasing wildlife. However, I realize that our personal behavior can, when multiplied many times over, dilute an unspoiled semi-wilderness experience. The river and its protective regulations must remain as they are. The greater good for the river must trump my self interests."

Imagine that: Espousing a "greater good," accepting limitations on personal self interest and not always putting personal profit, pleasure or self convenience ahead of the long-term well-being of a crown jewel national park with 300 million stakeholders.

To those, including Wyoming's congressional delegation (which almost certainly would oppose Grand Teton's creation were it put to vote today) and to Teton County commissioners willing to "improve" Teton Village-Moose Road at the expense of harming park character, are you really paying attention? Read Righter's book. You might learn something important and spare yourself from coming down on the wrong side of history.

and this by bob righter

http://www.jhnewsandguide.com/opinion/guest_shot/ruining-moose-wilson-a-bit-at-a-time/article_20d8fa9d-7f8f-59d1-8698-f88778551435.html

POSTED: WEDNESDAY, AUGUST 20, 2014 4:30 AM

By Robert Righter and Sherry L. Smith | 7 comments

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JHREA - In Story Quarter - 50k

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**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2188**

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Separate bike and vehicle routes please.#4

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2189

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Contains Request(s): No Type: Letter
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Correspondence Text

Dear Superintendent Vela,

Thank you for the opportunity to comment on the preliminary alternatives for the future of the Moose-Wilson Corridor. As you are no doubt aware, this area is one of the most endangered portions of critical habitat within the GYE, and the preliminary alternatives will directly impact the future of the most sensitive and endangered areas of this national park.

The National Park Service management goals and desired conditions for the fundamental resources and values accurately outline the critical resources at risk. As stated in the park's newsletter, a visitor use management framework will be part of this plan, which will include indicators and thresholds that will establish minimally acceptable conditions as well as defining the kinds and amounts of visitor use that the corridor can accommodate. The park needs to define these indicators and standards within the Draft EIS, since many of the adaptive management strategies and/or action alternatives that may be considered rely on establishing some sort of capacity and related desired visitor experience, and maintaining/enforcing them.

The following overriding principles are recommended for inclusion in any alternative that may be considered as the preferred: maintain and/or decrease the vehicle speed; permit no removal of, nor impact to, intact habitat; allow no net increase of pavement within the corridor; and allow no increase in overall habitat disturbance/fragmentation. An overarching principle should also be to not allow the county to export their development impacts onto national park land.

The following compilation of management actions were developed after reviewing the three action

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

alternatives outlined by the park, and I believe best support the fundamental resources and values as outlined. The group of actions detailed below would also best meet the plan's purpose to establish a long-term vision for the future management of this remarkable corridor within Grand Teton National Park.

These actions include:

An action that is not addressed in the preliminary alternatives is that of the corridor's important cultural history, specifically the National Register eligibility of the road, and the significance of the corridor to a number of Native American tribes. The number of cultural elements within the corridor - evidence of significant seasonal occupancy of the corridor by a number of Native American tribes, the Murie Ranch NHL, the National Register-listed Whitegrass Dude Ranch, and the potential for future recognition of Laurance Rockefeller's historic gift of the LSR Preserve (the most significant private donation ever given to the NPS) - strongly suggest that further consideration should be given to an alternative that focuses on protecting the integrity of the significant cultural resources concentrated within this corridor. This should be included as a possible management action in the alternatives.

The two segments of road on the north end should be realigned, and the new road should duplicate the road's historic width, character, and slow speed. This would move the road out of critical wildlife habitat, and provide for wildlife viewing from a safe distance, which is not currently the case. The old roadway would be restored to natural conditions.

Two commonly used NPS vehicle traffic management techniques - specifically park-concession operated transit (which would replace individual motor vehicles), and/or a use of a one-way road by private motorized vehicles, are not included in the preliminary alternatives. This represents a significant oversight as to the range of possible and feasible management actions being considered. Transit capacity and frequency should be designed based on resource carrying capacity and visitor experience levels that are determined through this NEPA process for the corridor, be connected to other estinations within the park, and should not further impact Moose Wilson corridor trailheads or backcountry areas of the park. Both techniques would reduce motorized vehicle traffic, reduce the increasing number of user-created turnouts alongside the road, accommodate access to park estinations, support bicycle use on the existing road surface without adding pavement and thereby negate the perceived need by some for a separated pathway, and all be done without any loss of or further fragmentation of critical wildlife habitat.

Per NPS Management Policy 9.2 "Traditional practices of building wider roads and larger parking areas to accommodate more motor vehicles are not necessarily the answer. The Service must find transportation solutions that will preserve the natural and cultural resources in its care while providing a high-quality visitor experience." Further, in Policy 9.2.1.1., "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."

Transit and other traffic management techniques are used throughout the National Park System. A few examples include Zion, Denali, Zion, Rock Creek, Acadia, Bryce Canyon, Yosemite, Grand Canyon North Rim and Yellowstone, among many, many others. To not include transit and one-way as full alternatives could lead to the NEPA process being found inadequate, since these actions are wholly viable and feasible in addressing the park's stated goals. For this process, transit should not include commercial transportation or county-operated shuttles, since those methods could have undue local influence on use levels within the corridor. Instead, such transit should solely be managed by the NPS, and be based on visitor use levels tied to indicators and thresholds to be established through this NEPA process.

With regard to commercial uses, taxis should be prohibited. With regard to non-transit alternatives, the

park should use concession contracts rather than conditional use authorizations to properly manage and regulate the total number of commercial tours within the corridor. Current commercial use has received limited regulation or use management. The park should continue traditional non-motorized winter access without grooming. This would maintain the corridor's winter solitude, provide a more primitive visitor experience than elsewhere (Teton Park Road), and would better protect critical winter moose habitat. If the north end road realignments occur, then the northern winter parking area should be located at Sawmill Ponds parking lot and/or at the new entrance station location, rather than at locations near the Murie Center as described on the preliminary alternatives document.

Moving the Death Canyon trailhead is a positive action as long as the existing road is rehabilitated to trail width and condition, and that there is no net gain of total parking associated with that trailhead.

Strategies that should not be carried forward include the reservation system/vehicles per hour system, and/or closing the road to vehicles two days/week. These are complex and challenging techniques to manage and provide no certainty to the general park visitor as to what they may be able to experience during their visit. They also carry the possibility of being terminated or eliminated without public comment. Such systems could also lend themselves to being manipulated by special interests and/or commercial entities.

Thank you for the opportunity to comment on the preliminary alternatives.

Sincerely

Mary Scott

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2190

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Notes: The following letter enclosures are provided in the attached pdf file and have not been included in the correspondence text:

1. 5 February 2014 Jackson Hole News & Guide Letter from Jack Turner titled "Moose-Wilson abused."
2. 6 August 2014 Jackson Hole News & Guide Guest Shot Opinion from Pete Jorgensen titled "Treat Moose-Wilson like it's in a national park - - it is."
3. PEPC correspondence #1468 from Peter F. Moyer.

Correspondence Text

David Vela, Superintendent
Grand Teton National Park
ATTN: Moose-Wilson Planning Team
P.O Drawer 170
Moose, Wyoming 83012-0170

RE: Grand Teton National Park - -Moose-Wilson Corridor Comprehensive Management Plan

Dear David:

The Moose-Wilson corridor is a special area of GTNP with an abundance of critical wildlife and wilderness habitat.

The single most important issue affecting the Moose-Wilson corridor is the existence of the active through route roadway. In my 35 years out here, my family, friends and I have utilized this roadway in the summers as a matter of convenience. Yet, this through route roadway is inconsistent with Park values. The road, currently closed to vehicular traffic for about seven months every year, should be closed to

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

vehicular traffic and bicycles permanently, at all points north of the LSR Center. It should be open year round to non-vehicular/non-bicycle pathway for pedestrians, horses and skiers. This corridor is a special place. This critical Park habitat should be treated and preserved as such.

Some commercial and real estate interests have lobbied hard, with aggressive paid lobbyists, to improve this road as a direct year round access from Teton Village to the airport and points north. That would be totally inconsistent with Park values and very bad for Town businesses. But they will keep pushing. It is time to shut down this road as a through route NOW.

The Park should close this road to motorized vehicular traffic and bicycles permanently at all points north of the LRS Center.

Prior to the development of the Jackson Hole Ski Resort this entire roadway was an unpaved rural ranch road.

The following correspondence is attached and incorporated herein by reference:

â€¢ August 6, 2014 Editorial by former Rep. Pete Jorgensen.

â€¢ My February 6, 2014 letter to GTNP, with Jack Turner's enclosed February 5 letter.

Sincerely,

Peter F. Moyer

PFM:md

Enclosures

Cc w/encl: Village Road Coalition

Wilson Advisory Committee

Wyoming Delegation

Teton County Commissioners

Governor Matt Mead

Interested Parties

By email:

Kevin Schneider,

Acting Superintendent

Grand Teton National Park

Jackson Hole, Wyoming

RE: Moose-Wilson Road

Dear Kevin:

I concur with Jack Turner's letter (enclosed). If the Moose-Wilson road stays a through route it should NOT be paved or expanded, as a roadway or pathway. As a matter of foresight given development pressures noted below, it probably should be closed to through traffic- -both vehicles and bikes.

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

Some Village area developers have looked at this small road as a potential future expanded route with high traffic volume from Teton Village to the Airport and points North, bypassing Town. Not so long ago, there was a Washington, D.C. lobbying effort with a professional lobbyist hired by Village area developers- -arguing that we already have a "North Bridge" in Moose, so we just need to pave and vastly expand the Moose-Wilson road. To many of us, that would be a travesty. It probably would not help Town businesses either!

It should be closed to through traffic, and any path should be unpaved. We do not need bikes roaring through on pavement. Their paved bilcing playground is plenty big enough already, and will get bigger with the pending Jackson-Teton Village bike connection. We do not need to pave a through route for them.

Sincerely,

Peter F. Moyer

Enclosure (lack Turner letter)
cc w/encl: Village Road Coalition
Wilson Advisory Committee
Jackson Hole Conservation Alliance
Teton County Commissioners

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2191

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9/10/14

To Whom It May Concern:

I mostly agree with alternative A. I think a bike path would be a huge mistake. Paving the south portion might make sense from a maintenance position, but if done the speed limit should be kept low & enforced. I also think both realignments on the northern section make sense.

Good luck

Dan Mortensen
Wilson, Wyoming

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2192

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Attention: Moose-Wilson Planning Team:

As long time residents of Jackson Hole, which includes 30 years of living and working in Grand Teton National Park, we feel qualified to comment on the Moose-Wilson Corridor. I have also driven that road several hundred times in my position as Project Manager of the LSR Preserve.

We do not feel that any of the 4 alternatives satisfy the needs of that area. This is such a pristine part of Grand Teton National Park that an expansion of this road and area is not appropriate. This is a National Park road that should be controlled by the National Park Service and should not be considered a local or state government road.

The four current alternatives appear to be written to appease the elected officials and the bicycle lobby. We oppose Alternative A because improvements are needed to this corridor. We oppose Alternative D because we do not believe bicycles or bicycle paths are appropriate in this area of the park nor should the area be groomed for the winter. It is already available for cross country skiing and snowshoeing. There are two other alternatives that should be considered.

1. Close the Moose Wilson road entirely from the Granite Canyon trailhead to the entrance to the LSR Preserve. Perhaps a shuttle service could be developed over this portion of the roadway. Shuttles could be equipped to carry bicycles from Teton Village to Moose parking areas.

2. A combination of Alternative B and Alternative C: The unpaved portion of the road should remain unpaved with safety upgrades and some turnouts.

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

The northern portion of the road should be realigned as presently planned. We feel that parking areas, turnouts and hiking trails should be established for guests to hike up to view the present beaver pond areas

Taxis, trailers, R.V.'s, buses and large trucks should be prohibited at all times and enforced by Park Rangers.

The road should remain open 7 days a week during the summer season on a two way basis. However, a maximum number of vehicles per hour should be allowed. This would include travel alerts by radio and signage as well as volunteers similar to the LSR volunteers advising visitors of wait times.

We do not feel bicycles should be allowed at any time. There is adequate access to the park for bicycles on Highway 89. Not all areas of the Park need to be accessible by bike. Bikers are a very small percentage of the population here in the valley and we do not feel additional bike trails in the park are appropriate when there are other trails available outside the park for them to use.

No additional visitation to the LSR Preserve should be allowed and the parking lot should remain as is. The present visitation numbers are manageable and have accomplished the goals that were established at the opening of the LSR Preserve.

The Moose-Wilson road study indicates that the busiest time in the parking lot at the LSR Preserve is from 4 to 6 pm. This is flawed information and needs to be corrected. In the busiest months, the parking lot fills at approximately 10 am daily.

Adding an additional Moose entrance station within 3000 feet of the existing entrance station is poor planning and a waste of taxpayer dollars. We like the Alternative B plan for the Moose entrance station. We thank you for this opportunity to comment on this very special area of Grand Teton National Park. It should remain as unspoiled as possible.

Clay James
Shay James


Jackson, WY 83001

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2193

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Correspondence Text

[REDACTED]
Wilson, WY 83014
September 3, 2014

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

Dear Sir or Madam:

I attended the open house on August 28, 2014 for the Moose-Wilson road. After a few preliminary remarks and a personal introduction, I will provide detailed comments on a range of issues.

The status quo is unacceptable, and I do not like any of the four presented options. Something needs to be done to preserve the wildlife and wildlife habitat in this area of the park and to enhance the visitor experience. The road serves a growing number of people with different desires, and it seems to be satisfying no one. People who view the road as a quick way to Moose and beyond are increasingly finding road conditions to be challenging. People who wish to view wildlife in a relaxed, unobtrusive way are no doubt frustrated by increasing traffic counts. People who bicycle the road no doubt find the experience challenging and not as enjoyable as it could be. People who journey to trailheads often find too many people and cars. To find an acceptable solution that balances all of the interests will be quite difficult. I certainly don't know at this point what the best answer would be, but I can certainly tell you what I think

is, and will be problematic.

I reside in a subdivision along the Moose-Wilson road. I have been using the Moose-Wilson road since 1995. Wildlife are important to me. I enjoy photographing them behaving naturally, and I enjoy being in relaxing, peaceful scenery that should be a major part of any national park experience. I enjoy bicycling on a road bike, and I have done a lot of it in my lifetime in a variety of settings. I commuted to work in a major metropolitan area for decades; I have bicycled in a number of national parks and scenic areas, and I have bicycled our west coast highway from Seattle to San Luis Obispo. I have worked to establish trails, including bicycle trails in, of all places, Las Vegas, Nevada. Preserving our natural heritage for present and future generations has been a career goal and personal interest of mine.

Grand Teton National Park is noted for world-class scenery and wildlife. The Moose-Wilson road is notable for its wildlife. Over the years I have observed and photographed black bear, moose, elk, deer, fox, coyote, beaver, great grey owls and a variety of other birds. Documentary films have featured beavers and their ponds along the Moose-Wilson road. Anything that adversely affects wildlife and their habitat in this national park should be seriously considered since this national park and its iconic scenery would not be the same without its large numbers and varied wildlife.

It is easy to first say what I don't like.

I don't like proposals to pave the unpaved portion of the present road. Paving the road, straightening the road, and other road improvement measures by themselves will only encourage more people to use the road and to drive at higher speeds. This is bad for wildlife and poses problems for those who wish to travel at a slow pace and enjoy the scenery and relative backcountry byway experience.

Realignment of the present road will likely disturb additional wildlife habitat and also lead to increased traffic and speeds. Some wildlife habitat may be enhanced at the same time that other habitat is lost. The present footprint of the road is significant. Why increase it further?

I absolutely do not like the suggestion that we place a separate bicycle path in this corridor. There are already a number, a growing number, of places where bicyclists can bicycle in the valley. Most of the dedicated pathways are in areas with good visibility and long sight lines. Placing a bicycle pathway in the Moose-Wilson corridor only serves to impact wildlife even more with the loss of habitat and increase in human-wildlife close encounters.

There are no limits to the volume of traffic on the road and not enough limits on the type of vehicles. One could say that a natural limit would be grid lock or bumper-to-bumper traffic on the road. This year, during July and August I would say that there have been times when the road was getting to that point. At times, the backup at the Granite ranger station has gotten pretty bad. I have seen a growing number of taxis on the road, and I can only imagine that they are using it as a short cut from the West Bank to the airport. I have seen large pickups with campers, and I have to wonder what it is like when they round a blind curve or encounter another car on an especially narrow section of the road.

More people are pulling off to the side of the road when it is either not permitted, or there are inadequate pull offs.

The sign at Teton Village indicating that Grand Teton National Park is dead ahead is inappropriate. It suggests that anyone, with any vehicle, at any time can conveniently enter the park a short distance ahead.

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

It is not until later that one reads signs indicating that the road ahead is not suitable for large vehicles, RV's, and trailers. Even then, it is unclear that the road ahead could be very rough and slow going. This summer I observed at the Granite entrance station a large RV pulling a car behind it had made it all the way to the entrance station where it was turned around after delaying all those who were behind it. Better signage may have prevented the driver of the RV from making it that far.

Since there is no entrance station on the north entrance and few signs indicating the situation for the road ahead, those who take the Moose-Wilson road may not know exactly what lies ahead. On the other hand, more signage on the north end of the road might entice more people to take the Moose-Wilson road all the way to Teton Village and beyond - thus exacerbating present day problems.

Here are some of the things I like about our present Moose-Wilson corridor and some of the proposed alternatives.

I thank the Rockefeller's often for their contributions to Grand Teton National Park. I was told years ago that the unpaved portion of the road was that way because the Rockefeller's wanted to limit traffic past their JY Ranch. I understand that documents conveying the road and ranch to the Park Service specified certain conditions on the road that would preserve its rural character. This would be in line with what I have observed at the Lawrence S. Rockefeller Preserve - an effort to limit numbers to preserve a quality experience for those who seek it. (I am referring to the unpaved parking lot, of limited size, which requires people to sometimes wait to park their vehicles.) This vision and desire by the Rockefeller family is one reason I praise them for their efforts to preserve Grand Teton National Park for present and future generations. I like the "Goals and Desired Conditions" listed in the handout for the August 28 open house.

I like Alternative A in theory, but in practice Alternative A is failing with the increasing traffic every year. The unpaved portion of the road deters some traffic along with the unpaved road that develops potholes with increasing traffic and with rain. I like the road's rural character, but the increased traffic sometimes leads me to look more at the cars ahead than the scenery and wildlife along the way. I like the fact that the road closes in late fall and opens in early spring. For those who desire access to the northern portion of the road, it is open all year. For those who desire a quiet time on the road, the seasonal closure provides that. A major problem with Alternative A is that there are no limits to traffic.

Alternative C provides an adaptive management strategy for limiting traffic during peak periods. I like that in theory, but I am not sure how it would work in practice. How many vehicles would be appropriate at any one time, and how would that benchmark be determined? Since vehicles passing an entrance station could be going to park at the Rockefeller Preserve, a trailhead, a roadside pulloff, or to observe wildlife, how would the number of vehicles on the road be determined? A control point, e.g. entrance station would probably have to be built at the northern entrance to the road. I like the suggestion of better signage at both entrances that would somehow indicate traffic conditions ahead and regulate traffic numbers, but I would have to see further details before I could fully support this suggestion.

There are examples of where traffic on roads can be limited. The road through the tunnels in Zion National Park is restricted to alternating flows of one-way traffic. Often, construction on stretches of road are limited to alternating flows of one-way traffic through the use of automated, synchronized temporary traffic lights or flagmen. While I do not believe long periods of one way traffic on the Moose-Wilson road in the park would be supported by many, consideration of alternating, one-way traffic flows, as I have outlined, may serve to limit traffic and enhance the experience of drivers who would not have to contend with oncoming traffic on a narrow, winding road. Drivers could be forewarned that one-way traffic flows

would alternate on, for example, every hour. Those who wish to stay in the corridor would know when to leave to catch a desired flow of traffic. In an emergency, a driver could travel against the flow of traffic. A downside would be longer lines at the entrance stations, or control points, while traffic waits to enter the restricted roadway.

Alternative C suggests closing the road for two days a week. This presumably would provide those seeking solitude on the road and non-motorized travel an opportunity. Again, it sounds good in theory, but how would it work? Which days of the week would be selected? What about those people who come here for a vacation and wish to see the Moose-Wilson corridor only to find that they picked the wrong days? Will everyone who wishes to drive the corridor shift their times to those days right before and after the road closure, in which case traffic demand will be even worse for those days? What if the numbers using the road on those "closed" days were embarrassingly small?

I like the present seasonal closure dates for the road. I've gotten used to them as I am sure many people have. Why change them? What is the criteria for changing them? I could understand changing them to further protect wildlife during certain periods, for example, when bears were on the road in the fall eating berries, but those dates could not be set in stone. What about those people who wish to view the wildlife?

Wildlife viewing along the road at certain times of the year can be problematic, especially with increasing traffic volumes. I have wanted to pause for wildlife only to find people behind me anxious to get by. On the other hand, I have encountered wildlife jams and wanted to avoid the mess altogether only to find that I could not move. Sometimes the Wildlife Brigade is there and sometimes not. There seems to be no easy answer to this problem; however, increasing traffic levels and speeds on the road can only exacerbate the problem.

Alternative C provides for some modifications by providing better pulloffs. I like that.

Alternative D proposes realignment of portions of the road. I would question the value of habitat being lost to realignment of the road, particularly east of the beaver ponds. I have seen elk and moose in that general area. The great grey owl may range in that area as well. A realignment of the road may increase speeds of the vehicles because the road surface would be in better shape and straighter. That may adversely affect wildlife. During construction of the new road alignment and possible rehabilitation of old roadway, wildlife could be severely impacted by the construction machinery and activity. I would like to see more data on wildlife and wildlife habitat in the Moose-Wilson corridor before I could weigh better the pros and cons of realigning the road.

The Alternatives with a realignment of the road state: ". . . new road segments would be constructed to emulate the slow-speed narrow, winding character of the road corridor." There are times when I feel the present speeds on the existing narrow, winding corridor are too high. The posted speed limit for much of the road is 25 mph, but I feel this is too high when one looks for wildlife, or when one rounds a curve with oncoming traffic. Again, any road improvements that might increase speeds and encourage increased traffic on the road should not be adopted.

Alternatives B, C, and D propose expanding the Death Canyon trailhead to 60 vehicles. I have used the present parking areas at the Granite Creek and Death Canyon trailheads over the years, and I have seen, on occasions, that they are crowded. I question, though, the proposal to expand parking to 60 vehicles. That number of people on the trail may detract from the backcountry experience that people may seek on these trails. Using the Rockefeller Preserve parking lot model, it may be better to limit the parking at these areas than to try to accommodate demands at any one time. Perhaps parking permits could be issued at

the entrance stations for these trailheads to limit the parking? If we just look at the parking situation at Jenny Lake where it would seem there should be ample parking, in practice, in the summer, that large amount of parking is not enough.

Over the years I have observed an increasing amount of commercial activity on the Moose-Wilson road. This year, in particular, I have observed an increased number of taxis. I commend the Park Service for drawing attention to this activity, and I would support limiting this type of activity in the Moose-Wilson corridor, in particular taxis. I have to believe that most of the taxis are using the Moose-Wilson road as a shortcut where speed is important.

I have used the Moose-Wilson road in the winter. I do not believe grooming the road is necessary and worth the expense.

I do not have all of the answers to the many issues posed by the Moose-Wilson Corridor Comprehensive Management Plan. I don't think anyone does, and I support the Park's efforts to study the various issues and solicit comments. Whatever course of action is developed will take time to implement. Additional resources will be required to implement a variety of measures. I would expect the final recommendation to be based upon a phased approach. Some things may be implemented quickly and may not require further study. Other measures may require further evaluation after their implementation.

I am aware of the Park Service's limited financial resources. There are many demands for the money the Park Service receives from Congress and from entrance fees. The increased money required to implement recommended measures for the Moose-Wilson corridor will have to come from somewhere. I would like to suggest a few things that are not in any of the presented alternatives and that go towards the goals of protecting wildlife and wildlife habitat and enhancing the visitor experience

Part of the problem with the Moose-Wilson road is perception. People have different perceptions of the present day road. For those people who perceive the road as a shortcut into the main part of the park and beyond, they will likely advocate for more pavement and improvements to the road. Traffic volumes and speeds will only increase as more people accept this perception of the road. I propose that the Moose-Wilson road in the park be labeled in maps and on signs as a "Backcountry Byway." This will indicate to people that the road is not a thoroughfare to be traversed quickly and that it is a road to be driven slowly - with the expectation that there will be something to see, e.g. wildlife. When I see a Bureau of Land Management's "Backcountry Byway" I know that this is a journey that will be leisurely and reveal sights that are seldom seen by those in a hurry on more traveled routes. Isn't this what we want for the Moose-Wilson corridor?

The costs in maintaining the existing road corridor (Alternative A) are relatively small when compared to major changes to the existing road. Dust suppressant chemicals and grading of the unpaved portion of the road occurs three times a year, and the costs can add up. It may be tempting to reduce these costs by using gravel or pavement on this section of road, but that could lead to unintended consequences. Traffic volumes and speeds would likely increase. In the case of gravel, broken windshields and periodic grading may result. Gravel would also make it difficult for thin-tired road bikes to use the road. If traffic increases on the Moose-Wilson road, maintenance expenses can be expected to increase.

Increased costs for implementing the proposed additions to the Moose-Wilson corridor will have to be paid out of an increasingly taxed park budget. One suggestion to pay for increased costs for increased services for the Moose-Wilson Backcountry Byway would be to charge a small user fee for this area of the park. This fee might deter some people from using the route as a frequent, shortcut through

the area, but it would also fund in a more timely fashion some of the improvements to the area that most people could agree upon. If it could be made clear that the nominal user fee (similar to fees charged for backcountry use) were expressly devoted to the Moose-Wilson corridor, e.g. dust suppressant and road grading, then people would more likely support such a fee. Without additional funding to mitigate the increasing impacts in the area from increased traffic, the present situation for the Moose-Wilson corridor will only get worse.

I hope this lengthy letter will be useful in your deliberations. If I can be of further assistance, let me know. Otherwise, I look forward to the next stages of your planning process and hopefully an improvement of the Moose-Wilson experience.

Sincerely,

Jeff van Ee

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2194

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Notes: In addition to the correspondence text, the letter contained two small newspaper clippings and portions of the preliminary alternatives newsletter with comments. This material is attached as a pdf.

Correspondence Text

Moose-Wilson Rd.

We support alternative A - but as an additive important idea; we also would include adding more & bigger turnouts for the many people that stop & stay in the middle of the road looking for wildlife etc.

I do not feel it is safe to add a bike lane - with all the bear & moose near the road. And the bicycles have many other roads - the road to Teton Village & Hiway 89 (town to Moose & into the parks - taxis from the airport do not need to use this road at all!

Changing the day s and/or hours of having the road open would be very confusing to tourists!

Turnouts could be put by the old R Lazy S Ranch location & by the old ranch roads.

No big R'V's allowed on the road - please!

potentially impact the White Grass property and learned about this issue just last week while attending meetings at the Park.

First, we are very- concerned that Alternatives B, C and D all contain the addition of a "new parking lot for 60 cars" to be located either at the current Death Canyon trailhead immediately to the west of White Grass or at the junction of the White Grass Road and the Death Canyon Road just to the southeast of the property. While the alternatives document does not explain the number of spaces currently available for parking, our first hand knowledge of the area leads us to believe that there are far less than 60 spaces, and that most of that is disbursed. We are very uncomfortable with the notion of adding a large, formalized lot holding 60 cars which we believe has the potential to impact the setting of the White Grass National Register District. While we understand concerns about congestion and parking in the Moose-Wilson Corridor, we feel that more disbursed parking, rather than parking concentration, is preferable to retain the setting and feeling of the area.

Similarly, our second concern is regarding the proposed alterations to the Death Canyon Road and the White Grass Road. When the environmental review was being undertaken for the rehabilitation of the White Grass property, we heard quite clearly from the public that they DID NOT believe that additional traffic was beneficial nor welcome on the Death Canyon Road and were concerned that White Grass not be viewed as an additional "attraction" which would bring more traffic and visitors. We are not sure what has changed that would now lead NPS to direct even more visitors to the area via road improvements and alterations in this area.

Additionally, we were horrified to see that Alternative D proposes to abandon Death Canyon Road and moves all traffic going to the trailhead onto the White Grass Road. The reopening of the White Grass Road was undertaken as part of the rehabilitation of the property to reestablish historic access and the historic landscape and to provide limited administrative access. This historic route was not built to accommodate the volume of traffic that will correspond to the planned parking area, and at most, current traffic counts are not more than a few cars a day.

We strenuously object to this part of Alternative D, because if adopted in conjunction with the parking recommendation, it would mean that all trailhead-bound traffic will intrusively cross through the Historic District, altering its setting, feeling and association and changing the character by the introduction of numerous vehicles and associated noise, dust, etc.

Without addressing these concerns by making appropriate revisions to the alternatives, the Plan's "Desired Conditions" for Cultural History and Resources - such as safeguarding cultural resources to "preserve significant attributes. . . that contribute to historic significance, that cultural resources are "managed in a sensitive manner" and that "management actions. . . do not degrade their historic integrity or significance" - cannot be successfully realized.

Finally, it does not appear that we were contacted by the Park regarding its planned compliance with Section 106 of the National Historic Preservation Act. We are interested to learn how the Park intends to meet that requirement and would like to be a Section 106 Consulting Party for this undertaking. Thank you for considering our comments and please include us in future correspondence about this project.

Sincerely,

Barbara Pahl

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

Regional Vice President

cc: Katherine Wonson, Cultural Resources Specialist, GTNP
Mary Hopkins, SHPO

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2196

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Correspondence Text

September 10, 2014

Dear Moose-Wilson Rd. Planning Team,

Thank you for the opportunity to comment on the preliminary alternatives for the Moose Wilson Road Corridor. I've traveled/commuted on this road regularly for more than 30 years and I hope future generations will experience similar extraordinary experiences. The National Park Service must protect this sensitive unique wildlife area for all United States citizens, not for special interest groups in our one small Jackson Hole community.

I've reviewed all four alternatives in detail and though excellent ideas exist, there are some major flaws in all the alternatives which would prevent us from achieving the seven goals outlined by the Park in the preliminary newsletter. Rather than pick each alternative apart in detail, I will express my major concerns and suggestions.

Alternative A

Unfortunately the road cannot sustain the current traffic levels. I'm part of the 38% who commute and that number will only grow if this alternative is chosen. The roadside side is suffering resource impacts, riparian lands are being compromised and commercial use is mushrooming, i.e. both taxis and wildlife tours. Fortunately the road width and speed deter some commuter traffic. I would hate to see nothing done but it would be better than Alternative D.

Alternative B

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

I support many elements of this alternative but dont see how the goals can be achieved with a two -way road. I strongly encourage a one way road such as done in other Parks and right here in Grand Teton National Park by Jenny Lake.

Alternative C

This alternative would be a management nightmare.

Alternative D

I oppose this alternative for many reasons: caters to special interests, fails to meet the Park Service Organic Act and the Laurance Rockefeller Conservation Easement, ies unsafe for people to be mingling with grizzly bears, puts recreation first and Park values last, destroys and segments habitat, caves to local County short sighted government.

Lets honor the Organic Act and either make the road one way, shuttle people or close the road from Teton Village to the LSR.

Please:

Maintain and/or decrease the vehicle speed

Allow no net increase of pavement within the corridor

Permit no increase in habitat disturbance/fragmentation

Permit no removal of large numbers or trees and vegetation

The National Park Service was created in the Organic Act of 1916. The new agencys mission as managers of national parks and monuments was clearly stated.to conseive the sceneiy 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 l leave them unimpaired for the enjoyment of future generations."

Sincerely,

Kim Springer

[REDACTED]

Wilson, WY 83014

[REDACTED]

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2197

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Correspondence Text

Comments on the Moose-Wilson Corridor Comprehensive Management Plan - Preliminary Alternatives Submitted by Beverly Boynton, Kelly WY September 9, 2014

Thank you for the opportunity to offer some thoughts on the Moose-Wilson (MW) road. The 4 alternatives each have ideas with which I agree or disagree, and some that I do not have strong feelings or sufficient information to voice an opinion. For that reason, I will discuss my thoughts independent of which alternative they are associated with.

The MW corridor as road: The road should not primarily be thought of as a through corridor. Rather, it offers access to various areas of the park for a variety of park users, in addition to itself being a way for visitors and locals to experience a peaceful, winding road in amazing habitat. Your study shows through drivers are a majority of road-users; measures can be taken to discourage fast-transit driving. A continuation of some current practices, and the addition of a few simple measures are sufficient. To that end:

- â— Keep the unpaved portions of the road unpaved, winding and narrow. This slows speed.
- â— Lower the speed limit - 25 mph? Entrance stations can have signs and information that notify people that MW is for slow-moving traffic, as opposed to being a quick shortcut to points south. Patrol to ensure compliance. Perhaps volunteers could be used to flag fast drivers down (similar to road construction flaggers).
- â— Increase education at entrance stations, informing drivers of speeds, the purpose of the road (i.e. slow, tranquil enjoyment, access to park use, and only secondarily as a through route), and when peak times are.

- â— Continue to ban taxis, restrict RVs, trailers, and other thru-traffic commercial vehicles.
 - â— Explore road engineering to keep speeds slow, such as speed bumps.
 - â— Explore further public transit and commercial wildlife vehicles. Park and Moose workers could be encouraged/mandated to use a shuttle service to work (similar to JHMR workers). Such public transit vehicles should have the ability to carry bicycles (as do buses in Seattle).
 - â— Increase small turnouts at specific places (so traffic can continue to slowly flow through)
 - â— The road should remain 2-way, and should be open end to end. The habitats change from one end of the road to the other, making a more interesting, informative drive. If it were a 1-way road, I think people would have a tendency to drive faster on the return trip.
 - â— Keep the road open at night. The MW road is a very special place in the twilights and in the dark, a place of mystery and tranquility- -even more so than during sunny daylight hours. In fact, we seem to have forgotten the beauty of nighttime! I have not heard valid reasons to close the road' are there wildlife collisions (I haven't heard of any), and is this lighter traffic load affecting wildlife? There are also late-returning hikers and climbers that need to drive out. The signs along the main highway within the Park that remind drivers that night speed is lower seem to be working. Try this before cuffing off access to this remarkable time of night.
 - â— Travelers who choose to use the road to get from Moose to the Village and beyond must be prepared to drive slowly and to experience some degree of congestion. I don't use the MW road a lot, but when I do, I am prepared to go with the slow flow. Patrolling so cars do not stop in the middle of both lanes would help.
 - â— Generally, the simple ideas should be implemented, the result on traffic congestion evaluated, then if necessary more severe restrictions could be added later if needed.
- The alternatives that include reservations, queues, and 60-car parking lots are over the top, and involve more land disruption, and destruction of a natural-seeming landscape. They don't get one in the mood or a tranquil period of nature discovery!

The MW corridor as wildlife habitat: Realignment of the road out of the wetlands is an interesting idea. I would like to know more about the effect construction and realignment would have on wildlife and on removal of vegetation that serves as both cover and food sources. Of course wildlife includes more than bears; what is the effect on birds, smaller creatures, insects, the whole ball of wax. What do Park biologists think about this? I support closing the road when there are potential conflicts with wildlife, such as when the bears are feeding heavily in the fall, and the use of the volunteer Wildlife Brigade to help manage wildlife viewing congestion. I wonder how the Murie Center and White Grass Ranch fit into the overall plan for this area?

Bicycles: obviously a separate bike path would be safe, get heavy use, be a wonderful activity, and I would use the path. But does a separate pathway overly fragment habitat? Does it remove too much undisturbed land? Have inventories of plants, animals, birds, insects, soils, etc. been done? Again, what do the biologists say about such an impact? I understand there is an archeology site in one of the proposed realignment areas- -what do your archeologists say about this?

User groups: I remind the Park that bicyclists are just one of many user groups. I am firmly opposed to the idea of closing the road to motor vehicles two days per week, or allowing only non-motorized access as early as October 1st. This would negatively impact climbers, hikers, walkers on the Valley Trail, those that choose to or are only able to experience this area by car, and other user groups. These are traditional uses that not only are enjoyable to the user, but also result in an appreciation of the importance of our wildlands and wildlife. Climbers and hikers often need access quite early and late in the day in order to safely and successfully complete their projects.

Non-winter trailhead access: parking should be dispersed, lots small in size, and should remain rustic (i.e. dirt, log barriers). To that end, a combination of parking at White Grass Ranch, with continued parking on the road to Death Canyon Trailhead and at the Trailhead is appropriate. An occasional grading of the road from White Grass to the Trailhead would help. What are the plans for visitors at White Grass?

Winter Access is a big issue if winter plowing stops other than at current places. Death canyon is an important and popular backcountry ski location (Teton traverses, the south end of Maverick, Aibright, Banana Couloir, Olive Oyl). To add a roundtrip of 6 miles more would make this historic and important activity more than most could handle. A resulting impact would be a shifting of skier use to the Taggart parking area, which already sees heavy use (both in the parking lot, and on the ski terrain accessed from here, such as the north end of Maverick, 25 short, and other places). Other winter uses such as iceskating on Phelps Lake and ice climbing on Prospectors would become quite difficult, if 3 miles each way were to be added. Please do not effectively end these traditional winter uses of the Death Canyon area. I support the gentler activities closer to the road that a place like the LRP caters to, but please be aware that many of us are able to go far deeper into the mountains, and we are experiencing the Tetons in a magnificent way. Be careful not to constrain this type of user.

Winter grooming of the road for Nordic (for both skate and classic, which require a groomed track, as opposed to touring which does not need a groomed track). Keep the section of Moose-Wilson Road from the Death Canyon Road junction to Granite Canyon trailhead (we are used to it!). Grooming would have a lot of benefit without much impact. The county seems eager to assist in grooming, the park has a groomer, and Jackson Hole Nordic (jhnordic.com) is busily promoting the idea of the area being a destination for Nordic skiing. Unlike backcountry skiing, congestion on Nordic trails is not a problem. I support this idea.

North MW Entrance station: rather than have 2 stations, or realigning the entrance roads here, just move the entrance station to the east.

Sincerely,

Beverly Boynton

██████████

Kelly, Wyoming 83011

Last minute additional idea: eliminate parking at LRP [Laurance S. Rockefeller Preserve]. Use a shuttle bus (small, from each end) to transport people to & fro the LRP. This would decrease many cars. Ideally, such a shuttle would include nature info stop if good wildlife. If the shuttle went as far as JHMR [Jackson Hole Mountain Resort], some could go Moose - -> LSR - -> JHMR - -> LRP - -> Moose.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2198

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Correspondence Text

To: Grand Teton Park
Re: Moose Wilson Road

Thank you for seeking input into this issue but making everyone happy is very minor.

Please step up and protect your park from the County Commissioners who pressure you to solve their transportation problems from their expanding tourism.

This section of your park is a natural rare wonder and must be saved from destruction.

1. No bike path. No need for a recreational loop and landscape being paved for it. A great U that allows access and fun for people already.
2. Look into the GPS and hotel sites that direct visitors to Teton Village from the airport by this road. This is why the study (Utah) showed nobody got out of their cars!
3. Explore closing the road 2 days a week for bikes in summer. Make the times & days regular.
4. Prohibit taxis and big buses. (Only in the last couple years has this commercial use been happening.)
5. Make this road a destination not a transportation arm.
6. Don't pave the South part. Rockefeller knew what he was doing when he did not pave it.
7. Don't groom the road in winter for skiing.

Please don't destroy this treasure & fold under business/commercial pressure. Once gone it will be gone forever. (There is no room for "woops we made a mistake.")

Jean Ferguson

Jackson



PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2199

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Correspondence Text

September 12, 2014

Superintendent David Vela
Grand Teton National Park
PO Drawer 170
Moose, WY 83012-0170

Dear Superintendent Vela:

On behalf of the Jackson Hole Chamber of Commerce I would like to thank the National Park Service for your process to ensure a thorough and comprehensive public engagement so that the future of the Moose-Wilson Corridor reaches the best outcome for our community and our nation's treasure. We again reiterate our shared goal of preserving and protecting the Moose-Wilson Corridor and our national parks. We appreciate the difficulty of developing a management plan that balances the requirements from the language of the Organic Act that created the NPS nearly 100 years ago: "...purpose is to conserve the scenery.... and...provide for the enjoyment...and... leave them unimpaired for the enjoyment of future generations." We understand that the management plan for the Moose Wilson Corridor will be ultimately designed and selected by Grand Teton National Park. We appreciate being invited to add our input so that our voice can be considered during that process.

Respecting the power of place is core to the Jackson Hole Chamber of Commerce's brand. It is our position that our economy, community and environment make this place special and additionally that they're completely interrelated. The Chamber is aware that studies exist and continue to be conducted on

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

this issue and we will take these into account post publication for future comment.

It is through this lens that we make our public comment. The Chamber continues to support a sustainable Moose-Wilson Road open to two-way traffic every day. A significant cross-section of our membership and Teton Village on the West Bank will be affected by limited access of any nature. Some of our membership is concerned that partial or full closure of the corridor would reduce business levels and in turn harm their ability to provide jobs and sustain their businesses. The corridor provides access largely for tourists and to a lesser extent locals to unique scenery within the national park that is both a core value of the park, and a reason that many visit the park. Additionally, the corridor open in two directions would allow some motorists wanting to get from Teton Village to or from Moose to shorten the trip by nearly 30 miles. This reduction would decrease deadly high-speed wildlife-vehicle collisions that would occur by going around on the highway, and reduce greenhouse gas emissions caused by the extra miles driven inside the park.

The Chamber also continues to support the pathway, preferably separated, along the entire section of roadway under review to the extent allowed or supported by current regulations and forthcoming environmental studies. Cycle tourism is a growing industry and that segment 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. A separated pathway 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. Please find our responses to the public comment questions on the following page.

Thank you,

Anna Olson
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

Question 1: Which strategies in the preliminary alternatives do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think they should be carried forward?

Please see the letter above. Additionally, the adaptive management strategy identified in alternative "C" (limiting the number of vehicles entering the corridor at any one time during peak use through timed

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

sequencing techniques) seems to be more visitor / customer centric than some of the other adaptive management strategies. The reservation system in alternative "D" would seem to be difficult to administer for reasons not limited to: cell coverage and outage issues, lack of smartphones among some users if using an online or app system, and missing reservation times because of travel delays. These and other issues related to a reservation system could cause a great deal of operational headaches for users, Park employees, and community members trying to explain the system to visitors. The Chamber understands some sort of adaptive management may be needed and look forward to more detail on the science behind why and how it might be managed before making further comment.

Question 2: Which strategies in the preliminary alternatives do you think would not achieve the purpose and address the need for the plan? Why do you think they should not be carried forward?

Please see the letter and answer to question 1 above. Additionally, the closures on some days to vehicle traffic (as proposed in Alternative "C") could be very confusing and frustrating to visitors. We imagine that many people would arrive at the road thinking they could pass through the corridor only to find out that the road was closed that day. A management system that is consistent on a day-to-day basis is easier for visitors to understand and would reduce potential frustration.

Question 3: Are there other strategies that should be included in the preliminary alternatives that are not already presented? If so, which strategies and why should they be considered?

Please see letter above. Additionally, if a separated pathway option is not supported by the park's environmental impact study that is still forthcoming, please consider a connected pathway or lane for non-motorized use. This could still encourage non-motorized use and remove more cars from the corridor as well as provide a safer experience for all users.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2200

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Correspondence Text

September 10, 2014

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

Dear Planning Team,

I have been drawn to the Moose-Wilson road debate that is now taking place in Jackson. I find the debate centering around three basic components of the discussion which I see as money and development interests, bikers, and transportation issues, all confined to the local population. I have read where all of these issues have been truly discussed at all levels on both sides. Yet there is one group not represented in this discussion and they are the owners of the park, the people, me.

This park is a jewel, for those that come to see nature in its own environment. I have spent many days on this road watching moose, elk, deer, and an occasional black bear. I realize what will happen if this road is improved. First the animal sightings will become less, second more car kills, third, more air pollution, fourth, more environmental degradation, and last, an evermore urbanization of the park.

If the visiting population desires urban living, they do not need to find it in an area set aside for nature. There are numerous parts of the country, in local and state parks for this type of recreation. I have observed in this park what bike paths and better roads have done, which has contributed to less sightings

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

and higher volumes of traffic, We don't need all places in this park for everyone to take all means of transportation to all parts of the park at higher speeds. Please keep it the way it is.

Personally I would love to see the south end of the road equal to the road to the Bar BC to slow down traffic. If this road comes to pass the north end should run through the park gate not down past the Murrie center road and old post office. Those going into the park from the south should have a park fee sticker booth staffed, 24/7. The numbers of times I have gone through there without being checked are to numerous to count. What is the positive impact on the park for doing this? Is the impact long term, or for the next thirty years when someone wants to put in a four lane road from Yellowstone to Jackson.

My family has enjoyed this park for many years; I hope my grandkids will see it as I have with few changes.

Sincerely

David Dobkoski,
Park Owner, CEO of The Teacher Restoration Corp Inc.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2201

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Notes: Alternatives B, C, and D corridor maps from the preliminary alternatives newsletter are attached in the pdf file. These maps contain additional comments.

Correspondence Text

Comments Moose-Wilson Road 9.13.14- submitted Frances Clark, Wilson, WY

The following comments are based on reviewing M-W Rd Preliminary Alternatives Newsletter and Corridor Use Report - 2013 Data as well as walking several of the proposed routes outlined in the Alternatives. The points are organized first with my overall preferences /concerns, and then taken point by point by Alternative. No one alternative supports the goals; however, a mix of ideas from each can be beneficial.

Overall Comments:

Goals and Desired Conditions: Excellent: Well expressed and detailed. Totally agree. Thank you!

Realign north end of Moose Wilson Road to Death Canyon Road: This restores the wetland values and ecotone vital to a variety of wildlife. Have one north entrance station, not two. Move it to the north as indicated to provide for better wildlife (mule deer) corridor to the south and more control over traffic/use along the M-W Rd and into the rest of the park.

Reduce use of M-W Road as a through-use road: This road should be designed as a park road for viewing and appreciating nature and should not be considered a through county road.

" Do not pave the re-aligned road to the north nor the M-W road section to the south. Paving enables faster traffic and encourages more road use. Both are disturbing and dangerous to wildlife movement

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

from elk to squirrels.

" Stop widening the road, indeed narrow it back to earlier condition: While improvements to grading/drainage and dust abatement of the existing road are appropriate and needed, the road should not be incrementally widened as is being done now-in fact it should be reduced back to earlier conditions of 10 years ago. Narrow, winding, dirt, and some pot holes are all natural traffic calmers and deterrents to pass-through use.

" Reduce speed limit to 15-25 mph and enforce it. This protects the surrounding resources and provides for enhanced park visitor experience.

Bicycle Use: Do not build a bike path or grant special privileges: The bike path degrades natural resources. It broadens and adds significantly to the length of the human corridor, thereby, directly and permanently reducing the size and quality of plant and wildlife communities and the connectivity between these vital areas:

" Construction will permanently remove vegetation, destroy natural soils and topography, alter wetlands and streams, add miles of impervious, man-made surfaces, and introduce invasive exotics. Not only is wildlife disturbed directly along the bike way, but also for IOOs of yards beyond into adjacent habitat, due to noise and motion. Natural wildlife movements both locally and throughout the area are disrupted.

" In addition, potential for direct conflicts of people with animals: e.g. bear, elk, moose, even small mammal is increased.

" Bicyclists should not be given preferential use as shown in Alt. c. and Alt d. They are only 2-3% of total vehicles (and 1% of users) and the great majority are pass-through users-not slowing or stopping to enjoy a natural experience. Bicycling is fundamentally a recreational use, not a nature-based, contemplative, discovery activity appropriate to this section of the Grand Teton National Park. The cost of the pathway to both construct and maintain deprives other visitors, indeed other parts of the park, of much needed staff and financial resources.

" Bicyclists have miles of new bike paths already in the park and throughout the valley. They have biking alternatives in other cities and parks throughout the country. This section of the park provides a unique set of biologically diverse natural communities and wildlife corridor, found nowhere else within GTNP or the rest of the country. It should be preserved as such. **Visitor Use/Experience: Prioritize options that minimize vehicle traffic while providing park visitors with a range of compatible, intimate, nature-based experiences:**

" Maintain a scenic, narrow, unpaved, rustic road with low speed limit of 15-25 mph. 35 mph is fast for the winding roads and for nature observation. Close at night. This closure would further protect the wildlife during their critical night-time movements.

" Prohibit unrelated pass-through commercial traffic e.g. taxis, vendors, service vehicles, etc. Permit/provide nature/historic/art tours of less in small vans/buses. Provide access for photographers through a strict training and permit process.

" Offer a shuttle service between the south entrance to Craig Thomas Visitor Center during peak season (June 15 - Sept 15). If it is connected to a park-wide shuttle system, this can accommodate those who go straight through or who get off at the destination points along the way. It could also provide transportation for commuting park workers.

" Close road between Granite Canyon and LSR. When possible, allow through visitor traffic in quiet season. Bicycles can share the road with cars, but should not be given special closures.

" Have well-placed turnouts and parking lots that are naturalistic in design and reduce noise and visual pollution while providing trail access and scenic and wildlife viewing. This could reduce wear along edges of M-W Rd.

" Minimize disturbance of natural areas: For any construction, including restoration, of roads, parking areas, and pull outs reuse already disturbed areas-old roads, intersections, heavily grazed agricultural

lands.

" Preserve the relaxed, unhurried discovery on trails into natural plant communities with limited parking/visitor use. Too many people reduces the opportunity to see wildlife, enjoy tranquility, and maintain civility. Support non-intrusive, individualized interpretation/educational opportunities, as well as professionally guided tours: both private and NPS.

" Adaptive management subjects park staff to continual political pressure and ongoing complications. Any Framework has to be detailed, reviewed, and approved as part of the M-W Plan.

" Research needed to inform decisions:

- o Botanical inventories along all proposed travel routes, expanded parking areas, and turnouts, as well as restoration areas: throughout growing season, based on community types, and relative abundance of species. Sensitive or unusual species locally, park-wide and valley wide should be noted. Wildlife value of forage and cover should also be included, such as hawthorn stands and other berry sources for bears, birds, small mammals. Assess current status and potential colonization of exotic species.

- o Surveys on habitat availability, use, and value for common species- -Mammals: elk, moose, mule deer, black and grizzly bears, beaver, weasels, fox, as well as, small rodents: red squirrels, pocket gophers, least chipmunks. Birds: nesting raptors, great grey owls, osprey; sage habitat sparrows and towhees; night hawks and ruffed grouse; flickers and sapsuckers in aspen. Amphibians: chorus frogs, etc. All these species are present along this corridor and directly adjacent habitats.

- o Determine appropriate wildlife observation sites: where small groups of people gather to see common wildlife (see above list) with minimum disturbance to the species e.g. such as view over Sawmill Ponds. Also, observation points! trails through good examples of key habitats including wetland mosaic, streams, sagebrush shrubland, aspen groves, spruce fir /lodgepole pine forests.

- o Gather information/studies on wildlife reaction to various types and levels of human bicycling, hiking, vehicles, and tour/informal visitor groups in various habitat situations.

- o Determine visitor-use levels that maintain an enjoyable and safe visitor experience along roads, observation points, and trails with the goal to maintain civility, even friendliness, of visitors to encourage sharing of experiences. This creates a community which together enjoys the natural wonders of the park
- o Models for controlling traffic in other national parks or heavily visited public lands: controlled access, permit/reservation system, shuttle buses, etc.

- o Added details of traffic study: Where are the pass-through vehicles coming from and going to? The bimodal pattern: peaks at 8 a.m. northbound and 5 p.m. southbound should be researched more thoroughly: are they commuters to the park or just commuters/users to non-park destinations. Definition of Local may be too limited as summer residents and workers from Idaho are local in their habits. This will help with both county planning and park shuttle bus planning.

Alternate A: Wish we could keep the lower level of traffic, then Alt A. would be fine, with minor adjustments. But such is not currently the situation.

Alternative B: Many of the elements are good.

1. Traffic management: Agree with the need to reduce traffic and speed along M-W corridor to protect wildlife and to promote a nature-based visitor experience.

- a. Lower speed limits, but also enforce them I 35 mph is too fast, especially as people go faster than the speed limit. 15-25 mph makes the trip long for those wanting a quick pass-through trip. And it makes it safer for bicyclists.

- b. Do not pave the newly aligned road in N section. Except for the steep grade up the river bench in the N, the topography is relatively level. A well constructed, well graded road can be easily maintained and provide a rural sense to the area.

- c. Limiting pass-through traffic during peak periods (July-August) is a good idea, but question how to do

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this without visitor confusion and administrative hassle. A shuttle service between S entrance and Craig Thomas Visitor Center which is also connected to other parts of the park is the best solution combined with a closure between LSR and Granite Canyon parking areas.

2. Two parking lots at LSR doesn't meet common sense criteria. Also this option doubles visitation to LSR which I understand is deliberately limited to current parking lot size. There are several areas around the lake etc. that are receiving heavy use already.

3. Realignment of N. end portion of the road restores and enhances wildlife:

a. Restores wetlands and vital ecotone with upland.

b. Allows for better wildlife (mule deer) corridor connectivity to the south east of N entrance.

c. Maintains popular overlook at Sawmill Ponds for visitor viewing (both cars and bicyclists stop here) with minimal wildlife disturbance. This is an ideal viewing situation with both people and wildlife safe.

Carefully design a route through sage-shrub habitat with a few pull offs (not major parking areas) and some short trails (note current informal trails) to add to visitor viewing of both wildlife and scenery.

Follow current old road to driveway approx. 1/2 mile north of Death Canyon, not to Jct w. Death Canyon, to reduce habitat disturbance.

d. Agree with new placement of N entrance station as it helps control traffic down M-W Rd and into rest of park. No need for new entrance station and restroom as proposed in Alt C. This would be a very large foot print.

e. Do not pave the new road. Maintain it as a narrow, graded, dust-treated dirt road to make clear this is a different area of the park with a more rustic, wildlife experience, with reduce speed.

Concern a: Conduct a botanical inventory of the new road and restoration of old road area (and any areas to be disturbed). There are some unusual plants for the park along the current section (*Perideridia bolanderi* (a yampah) and *Tritelia grandiflora* (wild hyacinth) at overlook and *P. bolanderi* south side of road towards Murie center. Also the corner at base of river bench has one of few places of Turkey Peas (*Orogenics lanceolata*) that I have seen in this part of park.

Concern b. Conduct a thorough wildlife survey for elk, mule deer, moose, bear and nesting birds. Elk often stand above on the higher bench to west on verge of trees in evening and migrate/move through this entire area. Also, I have heard many hawks in stand of trees next to Saw Mill Ponds parking lot. But overall road realignment appears beneficial.

4. Design of realignment S of Saw Mill Ponds to protect wildlife and natural vegetation, while providing wildlife and scenic viewing. General realignment of route is an improvement as it protects the wetland/montane ecotone to west. However, route it along the existing old road bed and portions of old landing strip to minimize disturbance of natural habitat. (see notes on map)

a. Do not go in where indicated on current plan. There is a vernal pool and wet meadow with chorus frogs just to the north of the current Sawmill Ponds Overlook area, as well as, a large stand of trees interspersed with many hawthorns.

b. Instead, continue along top of river bench, following old track. Have a few pull outs and even connect the pull outs with narrow foot path near the bench summit for people to peer down into wetlands.

c. If needed, add a small parking area where there is an old homestead: Large Norway Spruce and other non-natives.

d. Then angle W-SW through sage habitat along scenic old road to join current road south of wetlands and 3/4 mile north of Death Canyon ict. This area is already disturbed and could provide parking for winter. Alignment as a cross-road by Death Canyon not necessary.

e. Exact locations for pull-outs and small nature paths need to be determined to minimize disturbance to wildlife while enhancing wildlife viewing. The informal trails along the top of the river bench south of Sawmill Pond Overlook is a good indication of interest.

f. Place electrical wires underground to enhance view.

g. Need study for elk, moose, bear, mule deer movement/feeding, as well as sage-shrub habitat birds throughout this area, especially during their most active times.

5. Turnouts and Parking areas: Essentially agree. White Grass: Agree, as will restore habitat, including wetlands and accommodate heavy parking for both this natural and cultural resource.
 - a. It keeps popular trail to Phelps Lake Overlook as a short hike for casual hikes and still provides access to Death Canyon for back-country backpackers.
 - b. If expansion is necessary near jct of M-W and Death Canyon Rds, add instead to disturbed ranch areas to N.
 - c. Design parking areas to be natural in feel, not big paved areas.
 - d. Accommodate elk bugling audience in fall near White Grass Ranch.
6. Bicycles: Agree that bikes can use same road as other vehicles at same time (unless being used by bears-peak bear jams in August and Sept!) Do not provide special privilege to bicycles to ride when road is closed. Fall is a time when other visitors enjoy driving through to see wildlife. Furthermore, bicyclists are more vulnerable to dangerous encounters with bears and moose than people in cars! (Information on wildlife movements would give better sense of timing.) Always close if bears pose danger or potential major road jams.
7. Commercial activity: Agree to all: focuses visitor experience on value of nature while minimizing conflicts with wildlife. Consider permitting photographers after training and signing of contract within certain times. Emphasize shuttle as way for people to access destination points without using vehicles. With cell phones etc. it may be easier to schedule pick-ups and drop offs to make it economically feasible.
8. Death Canyon. Good. Restores habitat, reduces road surface, and concentrates parking at this popular destination point.
9. Winter Access and Use: Unless it has an impact to winter wildlife, allow access down to approx. Death Canyon Road Jct. This is an important access point for X-country and backcountry skiers. Adding 4 miles to the round-trip from North entrance is a lot. Do not groom trails as it is unnecessary. Also, this is one of the few park roads that winter visitors in cars can travel. Use is typically very low. At least plow down to Saw Mill Ponds overlook.
10. Visitor use: Like the goal of cuing and supporting visitors entering a natural setting that is unique and protected.

Alternative C: Focus on bicyclists for two days is inappropriate as gives preference a very small recreational user group.

1. Traffic management:

Designating 2 days for bicyclists (which comprise only 2-3% of vehicles with 79-84% going straight through July-Mid August) unfairly excludes other park visitors. Access to trail heads for hiking will, practically speaking, be only for bicyclists who in fact just bike through. Visitors could not reach LSR visitor center. Hikers would have to walk a long way down the road to trail heads. Backcountry hikers would also be limited to in and out days. Furthermore, the two-day closure is very confusing for out-of-town visitors.

This option encourages a wildlife incompatible use: bicyclists are more exposed, noisy when they are talking/yelling, and startling in motion than vehicles. They will either scare away wildlife or create surprise conflicts. Furthermore, the survey indicates that bicyclists are purely pass-through visitors, traveling close to the speed limit-they are not observing nature.

Closing the road as of Sept. 30 is a bit early if keeping it open is not impacting wildlife. Currently Oct. is a low use time. Always close it for nearby/unsupervised bear activity, and close road in early evening to past dawn in the fall to benefit wildlife. Close road at night. Provide shuttle service to trail heads. Accommodate dusk and dawn elk bugling opportunities through NPS or permitted wildlife tours.

Bicyclists can use road when other vehicles can, unless bear difficulties.

2. Adaptive Strategy: Traffic sequencing

" Concerned about how this would work administratively-need details.

3. Physical Characteristics:

Location and extent of M-W Rd N entrance-fee station with queuing lanes, turnaround, interpretation and restroom is poor option:

" The location of the station is in a vulnerable spot for plants and wildlife (see Alt B. Concern a above).

" Having two entrance stations so close together is an inefficient use of staff. Put together so there is staffing flexibility during the quieter season.

" Requires north-bound, left-turning traffic to go through 2 entrance station.

" Requires extensive pavement for queuing lanes. Gives urban parking lot/toll booth experience. Is unsightly from afar in this open habitat and inappropriate for the upcoming rustic/natural experience.

" Additional restroom is unnecessary as these facilities are already available at nearby Visitor Center and Chapel Road.

While minimal alteration of the road is preferred, alt C. does not offer the Alternative B option of restoring the wetlands and providing unfragmented wildlife habitat. It will be difficult to improve the northern section of road along wetlands for drainage without significant engineering and expense.

4. Turnouts and parking areas: Agreed, but do not disturb aspen communities along the south end by constructing extra pull outs.

5. Commercial Activity: Special treatment for bicyclists/groups is inappropriate; also taxis should not have preference. Shuttle service, as well as wildlife tours, all days of week should be emphasized.

6. Death Canyon: Prefer Alt. B, as reduces impact at the trail head and controls the number of trail users. This trail head is already busy. Provide for overnight slots for those with back-country permits or encourage/require/facilitate shuttle use.

7. Winter Access Use: If there is no evidence of harm to wildlife, ok, but prefer allowing vehicle use up to approx. Death Canyon Rd. ict. for winter access. Review effects of back-country skiing on bighorn sheep (Courtemanch study) and possibly moose.

8. Visitor use experience: This alternative drops the highly relevant language of Alt B: Trail densities and alignments would be managed to be compatible with the protection Natural resource values, which is a mandated goal.

Alternative D: Pathway gives undue preference to bicyclists to the detriment of wildlife and other users.

1. Traffic Control: Needs research: A reservation system should be a last resort after all other efforts to minimize traffic. People like their independence, especially while on vacation, and a reservation system may be hard to manage. Peoples time is unpredictable (many restaurants in Jackson dont take reservations for this reason): bison jams, changing childrens demands, weather, etc. Also a reservation sets up an expectation of something particularly unusual. While it is a unique are, the expectation of seeing bears, elk, and moose in any given tour is unlikely to be met-creating disappointment. A shuttle service is

preferable.

2. Physical Characteristics: Prefer Alt B with road realignment at north end as discussed above. No paving of south end and also no paving of realignment. Keep road narrow!

3. Turnouts and Parking: At Granite Canyon Trail head, do not disturb the aspen habitat as it is rich in wildlife and scenic resource values. Many song birds nest and use this area, along with deer, least weasel, and fox. The view looking E coming back from the canyon is gorgeous. Currently, even when close to the trail head, you do not see the parked cars or road. If there is a need more for parking:

" Add some wider parts of road near existing parking lot to provide a slight expansion.

" Create overflow parking area further south in an already disturbed area e.g. just south east of irrigation ditch. Add path through aspens to join existing one.

" If need restroom, add near South Entrance or in overflow parking area.

4. Bicycle use: No pathway as it diminishes the key resources and promotes incompatible recreational use over other visitor experiences.

" Wildlife/plant community impacts: A bike path diminishes this vital wildlife habitat and movement corridor by broadening the human corridor:

o Significant cutting and removal of vegetation (1000s of mature pine trees, aspens, rabbitbrush, sagebrush, wildflowers, grasses, etc.); alteration of soils by re-grading, degradation/fragmentation of wetlands with culverts, bridges etc.; and introduction of invasive exotics.

o Added disturbance and conflicts with wildlife by people (bicyclists) exposed on fast moving machines coming around corners startling animals, and possibly increasing incidences of collisions. Also, additional disturbance by noise of some bicyclists yelling-talking as they ride. Wildlife is likely to flee.

o The bike trail skirting LSR adds a whole new human corridor, significantly increasing fragmentation of wildlife habitat e.g. where elk often gather, sage birds set up territory, feed, nest, etc.

" This stretch is a key connection between Death Canyon and the Snake River-two major natural resources; and it is the only corridor between the Tetons and the Snake without a major road in the entire park.

" While the bike path would be along an existing maintenance road and, therefore, not directly affect the plant community, paving would require significant work/disturbance to grade and cover the cobbles. It could also add potential for invasive exotics whose seeds spin along wheels.

" It also runs along a significant ecotone of sage brush and mature cottonwoods with a dense understory of hawthorns-unique to the park. It runs near wetlands with sheltered terrain for elk. While a study is essential, it appears that elk use this area heavily. Bears likely feed on the hawthorns.

" Bicycling would startle and move these animals.

" Alternatively, aligning the bike path along the current road through LSR is not feasible due to the habitat destruction required to accommodate grades, sight lines, and pavement.

" Visitor impacts: Alters experience of other visitors by increasing built environment by 25-50 along roadside, reducing the intimacy of the surrounding natural landscape, including wildflowers, shrubs, aspen right next to the road, adding visual commotion of bicyclists peddling along the route, and scaring away wildlife. Creates a suburban, not rustic or natural feel, to the route. Also, bike paths are not readily shared with other users because bikers go fast, are startling, and often ride abreast. This is the case in bike paths in more suburban areas where use is heavy. This bike path would undoubtedly become heavily used as commercial enterprises and bike groups would promote it. This is an inappropriate, escalating use for this section of this national park.

" The extra route around LSR, away from the current road, is used by horses and some walkers, who

would likely be displaced. Also the view from the trail from the LSR parking lot to visitor center would be impacted with the fast, shiny movement of the bicyclists, as well as possible noise. This is counter to the intent of LSR. In addition, the S end of the trail comes out near a sharp corner of M-W Rd, making it potentially unsafe. This road should not be paved.

" With a shuttle service and other methods for reducing car traffic along the existing road, bicyclists could share the road more safely. They can also choose not to use it because they think it is unsafe and instead ride the many miles of bike paths elsewhere.

5. Winter Access and Use: Wildlife impacts need to be studied. While cross-country skiing is a contemplative, exploratory, and scenic use of the park, it will not be if the trails are too heavily used. To manage the level of use, do not significantly expand parking, do not groom unplowed section of Moose-Wilson Road. Do not promote additional ski tours. However, please continue to provide groomed access from Bradley Taggart parking area up to Jenny Lake.

6. Visitor Use and Experience: Designing vista points to enhance wildlife viewing without disturbing wildlife is an appropriate use of the park. However, conduct a full assessment of wildlife use and visibility to be sure such pull outs are appealing and appropriate. A few short walks to view points such as overlooking wetlands at the north end of road would be good, as again it would encourages visitor appreciation of the parks key resources. Winter outhouse at Death Canyon Road for sanitation purposes ok, but not year round.

Finally, all this planning needs to consider the larger context of the park:

- o Uniqueness of this corner of the park vs. other different (and still wonderful) places in Grand Teton National Park.

- o Energy-efficient transportation plan throughout the park.

- o Administrative and financial feasibilities.

- o Growth throughout Jackson Hole and appropriate tourist promotion. What is the carrying capacity of the Park and Jackson in sustaining wildlife and its habitat, the scenery, and the special visitor experience unique to the world?

Thank you for the consideration of these comments.

Sincerely,

Frances H. Clark

[REDACTED]

Wilson, WY 83014

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2202**

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Correspondence Text

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

Subject: Moose-Wilson Comprehensive Management Plan ' Preliminary Alternatives

Dear Superintendent Vela

Please accept this input on behalf of The Wilderness Society in response to Grand Teton National Park's solicitation of input for the preliminary alternatives proposed for a new comprehensive plan for management for the Park's Moose-Wilson corridor.

The Wilderness Society ("TWS") is a national non-profit organization established En 1935 to "protect wilderness and inspire Americans to care for our wild places." With over 500,000 members and supporters today, TWS prides itself as being the nation's preeminent organization focused on the protection of wild lands and stewardship of the national wilderness system. Our Northern Rockies regional efforts include a Greater Yellowstone Ecosystem program and we recently expanded our Wyoming program which includes opening a new office in Jackson.

The Wilderness Society is concerned that this process and plan has the potential to both degrade and further fragment existing wildlife habitat and jeopardize areas that have wilderness characteristics due to increased access and transportation priorities. The area in question is a concentrated wildlife corridor

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that is used by numerous species including elk, moose, deer, and both species of bears. Additionally, the corridor contains a documented wolf den. We encourage the Park to focus on a solution that reduces vehicle traffic, enhances public experience but minimizes impacts to wildlife and wildlife habitat.

We also would like to remind the Park that this corridor contains potential wilderness and is adjacent to recommended wilderness on the northern and western boundaries of the corridor. Consequently, we ask that the formal alternatives and the preferred alternative provide information on how each would affect the wilderness character qualities that exist here. This includes whether each alternative would diminish or effectively maintain the existing natural, untrammeled, undeveloped qualities as well as the opportunities for solitude or primitive and unconfined recreation.

Considering our comments above and carefully reviewing the preliminary alternatives as presented, TWS could support either Alternative A or B. Alternative A, which is the no action alternative, obviously does not address the issues of improved vehicle control and public experience but would retain the existing characteristics. In our opinion, however, Alternative B provides the best compromise of maintaining existing characteristics while offering both improvements in the corridor and an enhanced visitor experience. The proposed realignments help decrease congestion and the proposed realignment of the road to the east of the beaver ponds increases protection for wildlife, removes habitat fragmentation and improves connectivity to habitat on the north and east which contains wilderness characteristics. The improvements to the Death Canyon/White Grass trailhead should assist in reducing congestion, improving public access and while reducing public impacts. This Alternative will also improve the biking experience without any further impacts to the corridor that a separate multiuse pathway would incur.

The issue of transportation, resource protection, and recreation values that exist in Teton County centered on the Moose-Wilson corridor has high public interest, both locally and nationally. TWS expects the Park Service to select an alternative that provides a full range of options for management, some of which include reductions in vehicle usage and congestion while maintaining wildlife habitat, wilderness characteristics and visitor experience. We would expect that any alternative selected would also minimize additional surface disturbance and commercial use of the corridor (taxis, shuttle buses, etc.).

We appreciate this opportunity to comment on the preliminary alternatives and look forward to reviewing formal alternatives when available.

Sincerely,

Dan Smitherman
Wyoming Representative
The Wilderness Society

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2203

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September 12, 2014

To the Moose-Wilson Corridor Planning Team

Personal Reaction to the Four Alternatives Presented

1. You have the important issues coming/ed with the lesser:

Parking areas; pave or not; straighten north end or not; Death Canyon TH are side bars

Wildlife Impact; Natural lands impact; Traffic control/rationalization; Scenic byway vs functional through route; Added User Group paths /trade-offs are the core issues.

2. In terms of GTNP's managing the current practice, unfortunately you have not made a strong case for change, particularly with respect to growing traffic volume

Besides potential delays, what is the specific problem with Increased congestion? No case has been yet made on incremental wildlife impact or on the need for improved safety. No case has yet been made that particular commercial vehicles are key culprits. Even the case for eliminating unnecessary shortcutting to the airport or northbound US89 has not been made

A case can be made for the growing damage to the road shoulders, but added turnouts will be insufficient to handle the high car count congestion of the bear/moose jams

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Thus it becomes loggerhead arguments of individual principles without a shared base of facts or expert opinions.

3. Your traffic control options are administratively difficult and probably expensive, and they also have a high likelihood of generating ill-will across the lesser-informed visitor population

4. You avoid the option of effectively lowering road speeds and purposefully increasing transit times to take the time-saving incentive away from those people using the road to connect to US89 going south or north.

5. You completely ignore recreational horse usage and priorities, except as related to the longplanned Poker Flats parking area upgrade.

6. As now cast, the added cyclist pathway option is an unprecedented new encroachment into natural park areas, serving as a new benefit for the cyclist group with no discussion of current cyclist safety issues or the constraints that must be satisfied were the cyclists continued to be channeled through the M-W segment through the LSR Preserve.

Given the above, I would prefer Option A for the major issues, coupled with generally lowered speeds throughout, but particularly through the LSR Preserve. I do not want to see any additional path added that is not adjacent to M-W Rd. I leave the lesser issues to the long-term priorities and discretion of the GTNP staff.

Submitted by
Jim Wolf



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Question 1

I guess Alt. D is the best option. Safer

Question 2

Making the road faster seems to be a bad idea

Question 3

Make the whole road slow dirt w/ separate pathway

Question 4

I like to ride my bicycle on the road alot esp. the dirt.

Thank you
Good luck

Joel

P.S. summer resident of Teton County

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2205

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Correspondence Text

Grand Teton National Park
Attn: Moose Wilson Planning Team
Moose, WY 83012-0170

Dear Planning Team,

It is my hope that the park can maintain the Moose-Wilson road more or less as it is - - preserving the rustic nature of the road for wildlife viewing and protection thereof. It should not be improved and realigned so that more cars and commuters can pass through.

Paving the portion of the road which is gravel now may reduce maintenance of that section by obviating grading and dust reduction chemicals.

I do not believe that a bike pathway should be constructed. The park does not owe cyclists paved pathways over every inch of the park. If the speed on the road were kept to a minimum, cyclists could continue to use it as they now do more safely. Attempts to reduce any commercial or commuter use would be smart, whether by using shuttles or making the road one-way. But visitors should not be denied enjoyment of the Moose-Wilson road by gating or closure.

Sincerely,

Karen W. Hobbins
P.O. 1347 Wilson

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2206

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Correspondence Text

September 12, 2014

To: Moose-Wilson Corridor Planning Team, GTNP

Second Input from a Recreational Equestrian Trail Riding Group, the Teton Back Country Horsemen (a chapter of the national Back Country Horsemen of America)

Background

On February 3, 2014, we submitted to you a lengthy commentary on how recreational horse riders use the Moose-Wilson Road corridor, including a map of the major north-end horse trails and our priorities for the future. These comments still stand. This letter addresses our reaction to your four possible alternatives, and to the individual elements relevant to us

Overall Reaction

We were quite surprised and disappointed that the recreational riders existence and interests were not mentioned at all beyond the planned Poker Flats trailer area upgrade.

As we discussed in our Feb 3 letter, while we do not use the M-W Rd for transit, we are quite interested in maintaining safety at our several road crossing points, maintaining our horse trailer parking options, and protecting our existing trail network and associated experience.

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We recreational equestrians gain little beyond the improved Poker Flats trailer parking in Plans B and C. Plan D, with its middle segment looping around the LSRP onto our horse trails, presents a major problem for us.

Issue #1 Improved M-W Rd Crossing Safety

Our issue is the 5% of the autos that drive too fast. This is a particular challenge on our crossing to the Wister Draw trail access near the north side of the LSRP driveway, where there are blind corners in both direction.

We would advocate lower speeds, particularly in the LSRP section for example: 25 mph at the two M-W Rd ends, then down to 20mph and then down to 10mph through the LSRP. This greatly improves safety where most needed, and it also permits safer mixed use on the existing M-W roadbed specs through the LSRP.

Issue #2 Maintain Horse Trailer Parking

Poker Flats PA

While improved trailer parking at Poker Flats would be a nice added amenity for us, the current trailer parking area, which was widened 1-2 years ago and graveled and re-graded last month, is basically very satisfactory.

This area is used by experienced, repeating locals. Your last summer's trailer and horse count census seems to undercount weekends but probably seems an adequate order-of-magnitude estimate.

Six trailers can park there now.. two along each outside area and two in the center row which leave two lanes for the rear trailers to exit. Backing the trailers into the lot is not usually a problem.

Our key desires would be 1) to re-gravel it every couple of years to keep the large middle area mud hole from returning, 2) to add some signage to instruct trailers on the parking sequence and to preclude tourist autos, and 3) to use the saved funds to maintain the three trail bridges over the diversion ditch.

Our worry about the planned improvement is that it will attract tourist and cyclist auto parking, regardless of signage. and cars can really foul up the parking accessibility.

White Grass Turn-off Junction PA

This is our primary north-side parking area. We access White Grass to the west, the old JY and Wister Draw to the south, and lower Poker Flats to the east. Any parking area improvement should allow for 2-3 horse trailers on occasion.

Our 'wish list would also include a new trail segment on the east side of the M-W Rd paralleling the Barker driveway that would connect into the 'telephone line trail which goes south into the old RLazyS. That would keep us from trespassing on the in-holdings driveway.

Sawmill Ponds PA

We do park trailers in the large Sawmill Ponds parking area, and then ride west into White Grass or north into Skyline and beyond. Upgrades to this parking area should allow for continued occasional horse

trailer parking.

The change alternatives call for eliminating guided horse rides in this area. We would object to this as well as the elimination of any of the horse trails accessed from Sawmill Ponds.

Issue #3 Added Path for Biking/Hiking

As we stated on February 3, we do not object to an added path adjacent to the M-W Rd if it is the only option to achieve a required level of multi-user safety. However we do object strongly to routing the new path onto our existing horse trails and through the naturally scenic middle meadows that we currently enjoy.

We recognize that the added bike/hike path would be a valued added amenity for the cyclist community, particularly for those riders desiring to make the long loop ride from town. We anticipate that the biker census will climb from last years 18 to 21 bikers per day to something in the area of the current GTNP pathway. However we do not think that this goal of the cyclist community can be satisfied without excessive cost to the natural resources and also to the compromised experience of the hikers and horsemen using these trails now.

It would appear that your constraint is that a new side-path can not be added through the LSRP. This forces you into expanded precedents of bad and worse added path options to the east. Two major problems with Alternative D:

" Last fall you eliminated the primary horse trail through the meadow connecting the new diversion ditch bridge to the LSRP, and you re-routed the horse traffic onto the Cheney Highway. Now you are putting the bikers on this same stretch of the Cheney. And this is essentially your only option beyond using the existing M-W Rd for this stretch.

" Secondly, with the LSRP topography and the marsh on its east end, the only way to go from Poker Flats to Wister Draw or White Grass is the horse trail east of LSRP and then linking to the horse trail coming out of the old RLazyS going to M-W RD near the LSRP driveway. This sole horse trail exit is where you are overlaying the bike trail in Alternative D.

Thus separating the horse riders from the bikers will require several new trail segments, and the major bridge on the Cheney Highway will probably have to be shared. Specifically: a regular horse trail from the highway bridge to the previously eliminated horse trail will be required; the previously removed horse trail will have to be re-instated; a second loop around the LSRP will have to be established; and safe conduct for the horse to cross over the bike path and the LSRP driveway to cross the M-W Rd to Wister Draw will have to be created. This is an exceptional amount of natural habitat to be converted into new trails.

We think that keeping the cyclists on the M-W Rd though the LSRP eliminates the above problems for us. And we think, with study, such a solution should be within reach.

In summary, considering the elements of your four alternatives which impact the recreational horse riders, we would favor 'no action as opposed to Alternative B, Alternative C and, particularly, Alternative D. Respectfully submitted,

Jim Wolf, President

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

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Alternative "A" (No action alternative)

Unacceptable resource & visitor experience degradations already occurring - ever increasing traffic, speeding, dust, noise, wildlife harassment @ critter jams, radius of disturbance increases @ sensitive sites (hawthorns, choke cherries, beaver dams, moose ponds, nesting areas etc) soil compaction & user created parking, "wildcatted" social & bridal trails, increasing taxi - wildlife tour- shortcutter trips...

In essence a qualitative "death via a thousand cuts." None of the goals & desired conditions can ever be substantially achieved without implementation of traffic reducing restrictions.

Alternatives B, C, and D

* Ideas & concepts to carry forward *

- Northern realignment is an ecological upgrade

- Please redefine scope & scale of "certain peak periods"

- Lower speed limit great - if more enforcement is available

- Some combination of roadway reclamation & colocation in the Death Canyon / Whitegrass area I.E. one parking area - one road. Great idea - more trail, less road, less maintenance, less development footprint.

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- Consider June 1 opening - Sept 30 closing. This leaves a "greener" foot, stroller, bike, wheelchair - quiet, contemplative, human powered access season (Sept. 30 closing better for hyperphagic bears also).

- Any realignments should replicate winding rusticity of old roadway to promote slower speeds.

- Focus on previsit info not "turn left at the log, right at the rock" signage = visual degradation & loss of sense of discovery.

- Turnouts on northern alignment are probably a problematic necessity - helps prevent user created parking. Site to minimize wildlife disturbances.

- Cost-benefit analysis graphic would be very helpful. What would each alternative cost?

- Please expand on pros & cons of new 6 hour trailer parking expansion @ Poker Flats.

- Sadly, Granite Canyon could probably already use a restroom. Human waste problems in area - in past.

- Please observe the "reduce, reuse, recycle, repurpose & rethink" mantra. *How can we do the most good, with the least disturbance, in a reduce footprint, for the lowest cost, for the longest time.

- Please consider the tragic bear removals & relocations have already occurred in other areas of the park due to careless food security lapses.

- Please reexamine one way option - WTI/MSU rated it the best option (of many considered) for a reason.

- The Day of Week closure option is scalable to additional closure days in the future. This is true adaptive management. Add a day if we continue "loving it to death." Subtract a day if Teton County takes care of some of its own traffic problems.

- Consider burying the overhead power line along the northern realignment - bird collisions, visuals, fire sparking potential.

- Consider a phasing plan that is segment specific & prioritized - hold to ensuring that "development is the minimum necessary."

* The simplest solution is sometimes the best or the easiest to implement - move the Death Canyon gate to one foot south of LSR entrance & call it good - put a bike lane on the northern realignment (widened shoulder) to create a reduced development footprint in that segment & the entire southern section of road is now defacto human powered access only (or transit) subject to complete, seasonal, one way, time of day, nighttime or day of week closures.

- Please consider that paving the southern section would according to data - at the current speed limit - increase avg speeds 3 to 4 mph - significant in road kill & collision science.

* Ideas and concepts not to carry forward *

- Traffic alerts en masse - confusion, need to update, added personnel, distracted driving, eyes off road etc.

- Paving of southern section increased speed, runoff problems.
- Queuing lanes - more pavement, more personnel, signs, more confusion, more idling of vehicles, en masse travel through, speeding, passing etc etc.
- Reservation system - not management or visitor friendly other parks (Mesa Verde etc) that have reservation system are generally singular destination parks w/ lower visitation on a larger "Great Circle" tour route in one day use.
- Any plans for separated pathway - tree removal, radius of wildlife disturbance increases, increase in development footprint, canopy discontinuity (squirrels, marten & other arboreal species), maintenance issues with falling beetle killed trees, impermeable surface & associated runoff induced "green up" along pathway margins (creates attractive nuisance in area of greatest human activity), overwhelming of Granite trailhead facilities due to people parking then bike riding out & back, maintenance costs ongoing, expectation of reciprocity from "private" funding sources, perception of undue influence from local interests in a national park from local funding sources, paved pathway surface would melt off sooner than surrounding area - creating a linear path of least resistance that possibly would increase human/wildlife conflicts in this confined space, lateral damage beyond actual pathway width from heavy equipment, potential for overwhelming of LSR. Bathrooms & water fountains from bike tours, lots of research suggests the human form, the human voice & the human presence have a similar disturbance range to vehicles - the levee road bike route would expand into previously undisturbed areas thus expanding the human footprint of the park etc etc etc.
- Winter grooming of entire corridor (road or potential pathway) should not be considered. Under some alternative it would be the "Gateway Drug" for cries to keep it open year round. Especially from Village/Airport/Chamber/Elected Officials & other who view this as more as an "Economic" corridor than as an "Ecologic" treasure.

General Comments

Please keep your "eyes on the prize" as stewards of this outstanding natural area. Resource protection, visitor experience & "preserving unimpaired for future generations" should reign supreme. National "needs" trump local "wants." Please do not be bullied & browbeat by the Village/Airport/Pathways/Chamber/local & state elected officials or any others who promote economic or organizational self-interest over long term resource protection.

Sincerely, Gregory Griffith

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2208

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Correspondence Text

Mr. David Vela,
Superintendent,
Grand Teton National Park
P.O. Drawer 170
Moose, WY 83012-0170

9th September 2014

Dear Superintendent Vela,

Submission regarding the Moose-Wilson Corridor Comprehensive Management Plan

I would like to provide input to the proposals for the Moose-Wilson Road. Before I do, I would like to explain why I feel so passionate about this issue.

In the winter of 1990 I was reading the London Times at my home in Andover, England and came across an article on Dude Ranching. The author talked of the history of dude ranching, the ability to experience the western way of life and the beauty of seeing spectacular landscapes from horseback. I realised this was something I wanted to experience for myself. I set about learning of the faraway lands of Western USA. In the days before the internet I relied on the post, and received brochures from many state tourism boards. The one that captured my imagination came from the State of Wyoming, showing the Teton Mountains in that stunning pink hue.

I spent that winter learning to ride and looking for a dude ranch in the valley. I was fortunate to speak to Claire McConaughy at the RLazyS and managed to secure a week at the ranch in late September of 1991.

As a twenty something year old Brit, I landed at Jackson Hole some 15 hours after leaving London. I was picked up at the airport and driven to the ranch.

My first taste of the Grand Teton Park wasn't the Snake River Overlook, Jenny Lake or any of the other beautiful places I have since discovered ' it was the Moose-Wilson Road. I watched in awe as we drove past moose standing in the ponds, stopped to let an elk cross the road and then winded our way through a pristine forest that seemed a universe away from my world in southern England. I had never seen these animals other than in an encyclopaedia.

My week at the ranch was transformational for me. I saw elk bugling & sparring, bald eagles on the Snake River and visited places which are part of the history of ranching in the park including Whitegrass, Skyline, Trail Ranch and of course the original RLazyS. I was able to experience these things first hand because of the intimate knowledge of the owners and crew at the ranch. I wasn't on an hourly trail ride, I was with people who cared about the park, who were educating me in its natural history and wanted to share its beauty and wildlife with someone whose world was 5,000 miles away.

Fast forward to 2014. I am now living just outside Atlanta, GA. Many things have changed in my life, but the one constant has been GTNP and the RLazyS.

In a week's time I will be making my t2h4 trip to Jackson Hole. In those intervening years I have brought my elderly parents and sister from England to see the beauty of GTNP. All of them have gone back to England and are ambassadors for the beauty and history of GTNP.

I have been fortunate to meet three generations of owners of the RLazyS. Each of them has been dedicated to the education of their guests and to ensuring that the use of horses in the park is undertaken without conflict. Kelly and Nancy Stirn are continuing the great tradition of dude ranching in the valley and I believe are doing everything to protect and respect the GTNP. If I didn't believe this, I would not have returned 23 more times to the ranch.

Over the last 23 years I have seen many changes in the park. The biggest of course, being the changes at the JY and the Preserve. We all understand that times change, but they should be done carefully and with great deliberation. Changes can never be reversed and can often set in motion other unintended consequences.

The prospect of a cycle path running through such a pristine place is totally beyond me. From what I understand, several thousand trees will be destroyed to make way for the path and countless animals will be disturbed - not only by the path but also the construction traffic. Indeed, reviewing the Plan D information, it appears that the path will bisect the Moose-Wilson Road and the Snake River in the area of the Preserve. In the 23 years I have been visiting the park and riding through it, I have seen maybe two dozen people in that area. Bringing bicycle and foot traffic into that area is bound to result in a significant change to wildlife, their habitat and migration in the southernmost part of the park.

If this cycle path is added, what comes next? An extension of the cycle path to the Snake River - allowing cyclists or tour groups to picnic by the river? After all it would "only" be a small addition at that point. Once that addition has been built, why not extend the cycleway from the Preserve to Jenny Lake and connect to the Death Canyon trailhead to make more of the park accessible? I know it's a large elevation

change, but so what ' it will allow more adventurous cyclists to experience the back woods feel of the park. It's easy for me to foresee how one change can lead to so many more incremental changes that simply cannot be stopped.

My views of this proposed cycle path can best be summarized by borrowing a phrase from the Prince of Wales ' this change will result in a monstrous carbuncle on the face of a much-loved and elegant friend.

I am also concerned at the prospect of the loss of commercial horse access to the Whitegrass area from Sawmill Ponds. The history of dude ranching and horse use in that area stretches back to before the establishment of GTNP. I have ridden to Whitegrass countless times over the last 23 years. Each time I learn more of the history from our wranglers and fellow guests ' several of whom worked at those.

With the exception of the period when the buildings were being removed, I could count on two hands the number of people I have met walking the trails in that area. There is clearly little conflict between horse and hikers in the area. I therefore fail to see what benefit would arise from the prohibition of commercial horse rides in that area.

Again this incremental change in horse access has me deeply concerned about the long term future of riding in the park. I want to spend September riding in GTNP for the next 23 years as a guest of a dude ranch.

I am not fortunate enough to live in Jackson, but I care deeply about GTNP. I urge you to re-consider the plans to add a cycle path and to remove commercial horseback use from an area of the park that is steeped in dude ranching history. Traffic management shouldn't result in such a structural change to the park or its use.

Finally, I would request that you withhold my personally identifiable information from public review.

Sincerely,

Mr Stephen Golton

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2209

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Re: Moose-Wilson Corridor

The #1 job of the national park is to protect its resources. It is not up to the park to service a single interest group. The national park is just that - a national park. It is not up to this community to decide its future.

A separate pathway makes no sense. It is not greener. It does not get people out of cars. The cost to use ratio is totally out of proportion. The money spent elsewhere would yield far greater results. People like the idea of a pathway but only a small percentage actually use them. There is actually a silent majority who do have pathway fatigue. It's the vocal people who want it but don't need it that you hear from. This is such an ecologically rich area and now there is a bear issue. As I write this the road is partially closed due to the presence of bears. The 1st time there is an accident due to the bike/walker/bear interaction (and it will eventually happen) - you, the park will be accused of not protecting its users.

Paving, pathway, etc. will disturb the wildlife and have unforeseen radical impacts.

This is such a unique area - truly one of a kind. It needs to be treated as it deserves to be treated.

Specifics -

A reservation system will not work - too difficult & unwieldy. There will be public outcry like you have never heard before. It is not a viable option.

A one way (incorporating the existing levee road) with no need for a separated pathway would seem to be

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the easiest solution and satisfy the most.

Realistically if the number of cars needs to be cut down, then do as you do in the winter - a gate at Granite and a gate near the Death Canyon Road. It is a shame that overbuilding at the Village has caused much of the problem.

The Moose-Wilson Corridor is not meant to be a shortcut to the airport.

You need to put out the costs of each alternative - that could help people see the actual price involved.

The best option is a[n] amalgam of the alternatives - you have to choose the best parts of each - there are so many considerations that would be better than the 4 presented - I know that is what you are trying to do here. Thank you for involving the public - again follow the park mandate and not groups with a specific agenda.

It needs to be managed solely for its own intrinsic value. Whatever that takes - whoever is upset. You will never please everyone anyway. It is up to you to decide what the legacy of the Moose-Wilson Corridor will be - choose carefully.

Brooke Bullinger

[REDACTED]

Jackson, Wyo. 83001

[REDACTED]

40 year resident

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2210

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Comments on the Moose-Wilson Corridor Management Plan

My name is Jack Turner. I've been visiting Grand Teton National Park (GTNP) since 1960, and I've lived in the Park since 1978 at Moose, Jenny Lake, and for the last nine years near the south entrance inside the Moose-Wilson Corridor. During that time I worked as a mountain guide, both for Jackson Hole Mountain Guides and for Exum Mountain Guides. I spent several years as the president of Exum. I've also written two books on the area: Teewinot: Year in the Teton Range and Travels in the Greater Yellowstone.

By way of introduction...

Most of the problems facing the Moose-Wilson Corridor are caused by forces outside the Park. The primary cause is massive real estate development on both sides of the Snake River, particularly at Teton Village and, now, at the Shooting Star development. Then too, we have more visitors due to Jackson's and Teton County's efforts to bring in more tourists, especially on the spring and fall "shoulder" seasons' various "festivals," bike races, instructional courses, etc. These factors have created a transportation problem, one that has been known and studied for decades. And last, we have seen skyrocketing recreational hobbies, mainly, for the purposes of this document, riding a bicycle. These various forces now impinge upon a small, fragile, critical segment of a much beloved national park.

My fear is that the Park's management plan for the Corridor whatever that turns out to be will address the symptoms of that impingement, not the causes. The Wyoming Department of Transportation has already decided to build four-lane highways from Hoback Junction to Jackson, from Jackson to Wilson, and from

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the junction of Route 22 north to Teton Village' though local politicians are very much opposed to these plans and will no doubt fight them, perhaps legally. Those plans leave one significant issue unaddressed, the elephant in the room: How do you move all that traffic north to GTNP and beyond? There are four options. Through Jackson, a town that already has up to nearly two-mile-long waits for drivers wanting to turn left at the junction of Route 22 and Route 89. A road and bridge linking Teton Village and Route 89 north to the Jackson airport. Or, up Spring Creek. Or, yep, a modern Moose-Wilson Road giving rapid access to GTNP and a shorter trip to the airport.

Jackson is already a traffic bottleneck, and it will get worse. A direct road from Teton Village to the airport? The owners of the ranches and mansions on both sides of the Snake River are not keen to have a modern road and bridge running through their expensive properties. A four-lane bypass up Spring Creek? Spring Creek is the bastion of Wyoming's royalty' governors, senators, multi-million dollar ranchettes, and a golf course plus country club. All these folks may wear cowboy hats and cowboy boots and love John Wayne, and they bear a heavy responsibility for the real estate boom that created the transportation problems, but when push comes to shove they are not going to cowboy up and solve their self-made transportation problems. No, they will dump their self-made transportation problems on the National Park Service and the American people.

Thus we see efforts by private interests to improve the Moose-Wilson Road. Eventually, they will apply intense financial and political pressure in an attempt to coerce GTNP to build a modern road through the Corridor. This pressure must be firmly resisted. I believe that changes to the Moose-Wilson road should be modest because coming changes in the county's transportation plans' including a north bridge over the Snake River with a road from Teton Village to the airport and a four-lane bypass up Spring Creek, both of which I support' will radically diminish pressure on Moose-Wilson, both the Road and the Corridor.

What is at stake now with this NEPA is the value and integrity, the idea even, of a national park. The coming battle over the Moose-Wilson Corridor is another iteration of every battle in the history of modern conservation: a public good, in this case a national park, versus entrenched local, vested interests with deep pockets. Please persevere in your defense of GTNP.

Now for the alternatives...

The statement of management goals and desired conditions is excellent. However, I found the preliminary alternatives very, very disappointing. Indeed, they seem in some instances inconsistent with the stated goals and desired conditions, perhaps even with the Organic Act.

Alternative A. A no-brainer. The current situation is unacceptable to everyone. It can be argued that the road, with its heavy traffic and moose/bear/beaver jams, affords the worst visitor experience of any national park, Yosemite Valley being the only competition. Most important, the current situation is detrimental for the moose, elk, deer, bear, beaver and other critters living there. Doing nothing is not an alternative.

Alternatives B and C. My objections to both these alternatives are:

- 1) They virtually assure a bad visitor experience. Visiting the Corridor would become a crapshoot' too complicated and unpredictable. People do not pay attention to warnings or signs or alerts, whether on the highway or on their computer or smart phone' witness the numbers of people with trucks, trailers, motor homes that every day !! are turned back at the south entrance station. Adding complexity (restrictions during peak periods, etc.) would create traffic jams' and there are already traffic jams at the

entrance station, plus lots of anger directed at rangers. It would generate anger toward bikers, who, face it, are a small minority of visitors to the park. These alternatives are a prescription for a mess.

2) Parts of the alternatives do not always address the core problem: too many people in the Corridor. The Park's own recent traffic studies show increased use of the road, roughly doubling every ten to fifteen years. Having a one-way road will not reduce traffic in the long term.

3) What works elsewhere will not necessarily work here. Denali and Zion and Yosemite do have one-way roads, but they also lead to natural dead ends. Moose-Wilson is not a dead end. A one-way road will make most visitors very angry. Drive up to Jenny Lake from your room in Teton Village and you are forced to return by a long route through the bottleneck of Jackson. Drive for your camp at Jenny Lake to the LSR Preserve and you face a really, really long drive back through the bottleneck of Jackson. That means unhappy visitor experiences.

4) I believe all commercial use should be prohibited'taxis, sightseeing wildlife tours, and shuttles. The emphasis should be on a reduced human presence in the Corridor; not no human presence, but reduced presence. The critters need more room to live their lives without constant human presence and interruption. The point here is conservation, not kowtowing to human desires or commerce.

5) Improvement of the Death Canyon road'trailhead should be minimal with no increase in parking spaces'they just mean more asphalt.

6) No new paved turnouts'more asphalt. No increased parking at LSR Preserve.

7) Paving or graveling the unpaved section of the road is a horrible idea. If you improve the road, people will only drive faster. Speeds of 35-40 mph are now common. Why do something that increases the chances of wildlife collisions? That section of the road would be best served by a policy of benign neglect. The more potholes the better; the deeper they are the better. (Show visitors a little bit of old Wyoming!) A rough road will help restrict traffic to those who are not in a hurry and intend to use the resources of the Corridor, not use it as a means to someplace else. I also support slower speeds around prime wildlife habitat, with speed bumps if necessary.

8) On the other hand, I very much support your proposed changes to the northern section of the road. The changes will restore damaged habitat, provide wildlife with more protection from vehicles, and even improve some scenic views'wildlife with a mountain backdrop.

Alternative D

A truly terrible alternative for many of the same reasons mentioned above, but also:

1) Any reservation system would be a bureaucratic anvil around the Park's neck; it would waste money; and, yet again, make for a poor visitor experience. People do not pay attention to traveler alerts; consider your present experience with traveler alerts at the south entrance: a mess.

2) Any reservation system would require massive holding areas with multiple lanes or parking lots to hold those waiting because they arrived early, they arrived late and are waiting for a first-served opening, or they are just waiting for a first-served opening. More asphalt. It would back up traffic down Route 390 and traffic is already backed up there. It would require multiple park service employees to operate, thus costing the Park more funding at a time when dollars are scarce.

3) A multiuse pathway is the worst aspect of your preliminary alternatives. The Organic Act privileges conservation over development and recreation. By your own admission, the Corridor is "distinctly different from those [areas] found elsewhere in the park." Hence, conservation efforts must be distinctly different; in particular they must give absolute priority to wildlife, and to be more specific: grizzlies. According to your recent study by biologists from the University of Alberta, grizzlies are present in increasing numbers in the Corridor. Your overarching concern should be averting human/bear conflicts. A pathway will put more people in this wildlife intense area; a pathway will be dangerous. Anyone who knows anything about bears knows they do not like being surprised by humans moving at high speeds. And they are likely to chase people leaving them at high speeds. A pathway will be an accident waiting to happen, and when it does happen (not if, but when) it will be a PR disaster for GTNP. A pathway is not fair to visitors, and, more important, it is not fair to our bears.

4) You say your goals are scenic values and wildlife viewing. Visitors do not want to see multicolored minions streaking past at 20 mph. Electric lime green is not a natural color in our ecosystem. A pathway will destroy vast numbers of trees, destroy other habitat, require more asphalt, bridges, signage'all human intrusions in what is supposed to be, per your stated goals, a natural scenic environment with great views of wildlife. No electric lime green Lycra, please. A pathway will be an aesthetic disaster for viewing a natural environment.

5) A multiuse pathway will further fragment already fragmented prime habitat and inhibit the free movement of wildlife. We have a long multipath through GTNP; we don't need another one'something even some local bikers admit, albeit privately. Friends of Pathways has no sunset clause; ten years from now they will still want more pathways; but by then the issue will be pathways up Cascade Canyon and around Leigh Lake. I have nothing against bikes or pathways; this is about limits. Let's put a limit on pathways'NOW. Worried about safety for bikers? You recreate at your own risk, whether it is riding a bike or climbing the Grand Teton. Reread Mountains Without Handrails.

6) Don't groom anything in the winter. Let visitors experience a bit of natural terrain, break trail, and get lost! There is already a groomed ski trail in the park.

To reiterate the important points:

No commercial use of the Moose-Wilson Road.

Decrease vehicle speed around dense wildlife habitat, with speed bumps along the entire road if necessary to reduce use. Make visitors show down.

Do not pave or otherwise improve the southern section of the road.

Do not introduce complexity or complication into the visitor experience.

Forget the one-way road.

Do alter the location of the northern section of the road, keeping its current width and character'which means no shoulders.

Absolutely no multiuse pathway.

And if you really want to demonstrate the courage of your convictions about the importance of wildlife in GTNP, then eliminate the road between Granite Canyon and the LSR Preserve. In one fell swoop that would solve most of your problems, save money, and make our wild critters very happy.

Thank you for the opportunity to comment.

Jack Turner

[REDACTED]

Teton Village, WY 83025

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September 15, 2014

Via Hand Delivery

Mr. David Vela
Superintendent
Grand Teton National Park

Re: Moose-Wilson Corridor Alternatives

Dear David,

Thank you for the opportunity to comment on the preliminary alternatives for the Moose-Wilson Corridor. Jackson Hole Mountain Resort (JHMR) with Teton Village Association and residents have seen active in this important decision making process for over eight years. We have done so from the perspective of environmental sustainability supported by our ISO 14,001 certification which is shared by only one other ski resort in the U.S. On the ground these policies, including windpower and transportation demand strategies, have made a difference in our community.

First, let me say we appreciate the way in which the alternatives are presented. Further, and potentially, the Adaptive Management Strategies create an opportunity for partnership to develop together mitigation to achieve the desired goals. Please consider JHMR along with Teton Village as an active and willing partner in achieving reasonable goals that embrace a shared vision.

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While Alternative D comes closest to achieving our goals of continued access and safety, I want to couple that with qualifiers. Contrary to recent rhetoric about Teton Village experiencing "out of control growth" an accurate account of history will show a reduction in mountain capacity and a downzoning from early Teton Village plans. As a result of substantially upgraded mountain and Village infrastructure recent success has put Teton Village in a better position financially to be an active participant in traffic management and other strategies.

Road

We support retaining the slow, narrow, rural, two-way character of the existing road.

- The unpaved portions of the road should be considered for paving but only if desired from a maintenance perspective.

- The northern section of the road should be realigned as in Alternatives B and D.

- Combine the Moose entrance stations as in Alternative B.

- Pullouts should be constructed and maintained.

- Death Canyon and White Grass cabins' access should be combined similar to Alternative D.

- Road opening in the Spring and closing in the Fall should remain similar to current policy.

- Given the winter utilization by Nordic skiers and snow shoe users consider grooming strategies

Bicycle Pathway

We strongly support non-motorized utilization of the corridor. From a completion of the Park pathway to a safety emphasis, the benefits are indisputable.

- We support a separated pathway along the entire road alignment from the South Entrance Stations up to a connection with the existing pathway at Moose.

- The Park should not be constrained in siting the pathway within 50 feet of the road. Tree removal should be considered along with existing open areas, particularly south of LSR.

- Adaptive Strategies specific to bicyclists should be developed and implemented specifically toward resource and wildlife interaction.

- We stand ready to participate with the National Park Foundation and other private sector individuals to address capital and operations funding for the pathway.

Adaptive Strategy

- We share the advocacy of limiting the capacity of the road during peak periods through smart traffic strategies that allow for future technological improvements.

- We concur that elimination of most commercial traffic is desired.

- We support utilizing small appropriately sized vans to encourage transit along and through the corridor. Vehicles should be equipped with bike racks.

- We support and encourage a park and ride or park and bike location near the north and south end of the corridor.

- We would support working with the Park on the creation of a Park/Ride/Bike that could include an interpretive element at Teton Village.

In closing, JHMR supports Alternative D as modified. We look forward and accept the challenge to assist in the development of effective adaptive management strategies perhaps with a Visitor/Eco-Education and Interpretive Center in cooperation with Grand Teton National Park.

Sincerely,

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

Jerry Blann
President

**PEPC Project ID: 48252, DocumentID: 60898
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Ref: EPR-N

Daniel Noon
Planning and Environmental Compliance
Grand Teton National Park
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Moose, Wyoming 83012-0170

Re: Comments for Moose-Wilson Corridor Comprehensive Management Plan Preliminary Alternatives

Dear Mr. Noon:

The U.S. Environmental Protection Agency Region 8 has reviewed the Grand Teton National Park (Park), National Park Service's (NPS's) Preliminary Alternatives Newsletter for the Moose-Wilson Corridor Comprehensive Management Plan. The newsletter was helpful in providing an update on project progress, and we appreciate the opportunity to comment on the preliminary alternatives early in the process as you prepare an Environmental Impact Statement (EIS). We plan on providing comments on the Draft EIS 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.

Project Description and General Recommendations

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

The EPA understands that changes in ecological conditions, development patterns and visitor use within the Moose-Wilson corridor have prompted the need to establish a comprehensive management plan; most notably due to the increase in both motor vehicle traffic and potentially dangerous wildlife such as grizzly bears, moose and black bears in the area. Additionally, the EPA recognizes that visitor safety issues and potential impacts to wildlife and ecological communities have complicated the management of this corridor.

In developing the preliminary alternatives, the NPS considered management goals and desired conditions for seven fundamental resources and values identified within the corridor: 1) scenery; 2) geologic processes; 3) ecological communities; 4) aquatic resources; 5) cultural history and resources; 6) natural soundscapes and acoustic resources; and 7) visitor experience in an outstanding natural environment. We understand that the NPS plans on establishing indicators and standards for maintaining these desired conditions. The EPA will be interested to learn more about these components in the Draft EIS, especially as the NPS develops threshold triggers for management actions to ensure the protection of these nationally significant resources. Based on the information included in the newsletter regarding the alternatives and project area, the EPA's preliminary comments will focus on aquatic resources as well as mitigation and control measures. Because the NPS and EPA have a shared interest in protecting park resources, the recommendations offered below have likely been considered by the Moose-Wilson Planning Team. Please let us know if there are any specific areas that we may further assist you with as you proceed through the NEPA process.

Protection of Aquatic Resources

Depending on the alternative, potential elements of the proposed project include realignment of the road and the paving of unpaved road sections. The EPA will be interested in learning more about best management practices (BMPs) applicable for construction, operation and reclamation activities, which could include silt fences, detention ponds and other stormwater control measures. We will also be interested in any planned mitigation for road stream crossings which can cause, among other things, sedimentation loading and possible pollutant delivery. Potential impacts to water quality from runoff associated with surface disturbance include the potential introduction of sediment, salts, selenium and other pollutants into surface waters. Based on information included in the NPS newsletter, it is clear that the Park intends to protect and restore the natural hydrologic features, processes, and functions within the corridor project area; including wetlands, beaver ponds, seeps, springs, floodplains, the Snake River and its many tributaries, and Phelps Lake, as well as the aquatic communities that rely on these hydrologic features. We agree that the protection, improvement, and restoration of wetlands and riparian areas are a high priority because they increase landscape and species diversity, support many species of western wildlife, and are critical to the protection of water quality and designated beneficial water uses. Therefore we suggest that the NPS analyze potential impacts from the project for the following:

- Stream structure and channel stability;
- Streambed substrate, including seasonal and spawning habitats;
- Stream bank vegetation, riparian habitats, and aquatic biota; and,
- The cumulative effects of increased levels of erosion and sedimentation.

The EPA also offers general recommendations applicable to road construction activities under the proposed alternatives, which include the following:

1. Locate roads away from streams and riparian areas as much as possible;
2. Locate roads away from steep slopes or erosive soils;
3. Minimize road stream crossings;
4. Stabilize cut and fill slopes;

5. Provide adequate road/trail drainage and control surface erosion with adequate waterbars, crowns, rolling dips and ditch relief culverts to promote drainage off roads or along roads;
6. Consider road effects on stream structure and seasonal spawning habitats when determining alignment; and
7. Allow for adequate large woody debris recruitment to streams and riparian buffers near streams.

The EPA encourages the NPS to include as much information as possible on any watershed restoration actions in the Draft EIS that will be included in the project to help mitigate for project-related impacts. Wherever possible, the EPA recommends the NPS take action to reduce the likelihood of an adverse stream listing or further exacerbate a current condition, especially potential impacts to impaired waterbodies within or downstream of the project area, including waterbodies listed on the Clean Water Act (CWA) § 303(d) list and waterbodies with completed Total Maximum Daily Loads (TMDLs). In addition to listing any impaired or threatened waterbody segments, we also recommend that inventories and maps of existing wetlands, perennial seeps, springs and waters of the U.S. within the project area be included in the Draft EIS, including wetlands that are regulated under Section 404 of the CWA and wetlands that are determined to be non-jurisdictional and protected under Executive Order 11990 'Protection of Wetlands (May 24, 1977). Where project impacts are likely, we recommend including acreages and channel lengths, habitat types, values, and functions of these waters.

As mentioned earlier, another component of the proposed alternatives is to potentially pave existing dirt roads, and also to construct additional pullouts, overlooks and parking. Although unpaved roads can be a dominant source of sediment for adjacent streams or where there are stream crossings (as well as present a potential fugitive dust issue for air resources), there may be drainage challenges that can result from paving a road or from constructing additional wildlife/scenic viewing areas and parking. For example, curbs and gutters can concentrate flows and decrease infiltration. If there are areas where concentrated flows cannot be avoided, it may be beneficial to construct a few sediment ponds for storm water events. Therefore, for areas that will be converted from unpaved to paved roads and for any new layout/parking areas, we recommend that design features be considered in the planning process to avoid/mitigate concentrated flows when possible.

The newsletter also discusses the adaptive management strategy of restricting through traffic during certain peak periods either through denying access to motor vehicles on certain days of the week or through limiting access of motor vehicles during peak use times. The EPA will be interested in learning more details regarding these and other adaptive management strategies, including any additional information on a monitoring program to determine the relationship between road use and associated negative impacts on nearby water resources, as well as the criteria used to evaluate the effects.

Closing

Thank you for the opportunity to provide comments during this phase of the project as you prepare a Draft EIS. I look forward to working with you in my role as lead reviewer as the project progresses. Please feel free to contact me at [REDACTED] or by email at wasco.melanieepa.gov if you have any questions about these comments.

Sincerely,

Melanie Wasco
NEPA Compliance and Review Program
Office of Ecosystems Protection and Remediation

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

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2213

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Comments Re: Preliminary Alternatives and Related Issues/Concerns For the Moose-Wilson Road Corridor within Grand Teton National Park

I. General Comments and Overview

With appreciation for the opportunity, I offer the following personal comments in regard to the four (4) preliminary alternatives put forth for public feedback in regard to their ability to address desired conditions of seven identified fundamental resources and values for this area of Grand Teton National Park (GTNP). These views are based on experience, which I will note later on, and upon studying the information provided in a newsletter entitled Envision the Future of the Moose-Wilson Corridor, published by the National Park Service.

Summary of my key points and issues, include:

1. Alternatives A,B,C and D do not achieve the desired goals or conditions as described. Detail in the following section.
2. I support GTNP protecting and restoring Park resources as a first priority. Local government or commercial transportation challenges should be a separate issue, although collaborative problem solving and strategizing should not be precluded if Park goals are respected.
3. I suggest that an eighth goal of maintaining Class I air quality standards, as required under the Clean Air Act for National Parks over 6,000 acres, be included. Engine idling in congested areas is not conducive to clean air.
4. The current four alternatives fail to relieve congestion, whether within the corridor or at other Park

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locations such as entrance stations, offices or visitor desks. Safety concerns and wildlife disturbance would remain or escalate.

5. Financial impacts and GTNPs ability to implement and maintain new construction or various alternatives is an essential consideration-especially in the past 20 year climate of reduction of federal funding for public lands and personnel. I see no mention of this critical factor.

6. Alternatives B thru D open the door to abuse of reservation and traffic management systems by those able/willing to pay, or to constantly monitor Park traffic, creating inequality of access.

7. There are other reasonable, if innovative, options to better achieve protection of Park resources and values. It is my belief that they would be compatible with the vision and subsequent actions of the originators of GTNP (L. S. Rockefeller and family) and available to understand and witness in the Rockefeller Preserve. I will suggest a model in the third section.

8. The values embodied in the Moose-Wilson corridor would benefit from traffic calming techniques. The North Jenny Lake loop has already seen benefit of such actions, despite great outcry at the time. In fact, the Park experience was not ruined as some predicted.

Finally, in the general overview category, it is almost easier to define what I do NOT support, as a starting point for finding a good management scenario:

1. The adaptive strategy of traffic management that facilitates the inherently contradictory situation of allowing both private, motorized single occupancy vehicle (SOV) two-way travel while restricting it. Such an option would seem to be an attempt to accommodate 'convenience -which I did not see as an identified priority. To the contrary, I can envision confusion, increased stress and frequent disappointment for visitors from around the globe.

It has also been brought to my attention that much through traffic is generated by GPS directions (phone or computer sites) that have little to do with Park values and, during a 6 month winter season, may actually create great inconvenience, if not a dangerous situation for those unfamiliar with GTNP. Surely, our National Parks need not be held hostage by a situation that could be corrected.

2. A new, separate bike/walking path. Multiple studies, including those done by public land agencies have identified human travel corridors as detrimental to wildlife habitat, territory and movement, whether major highways or forest two-tracks.

I believe those who perceive otherwise, may be thinking in the context of only their passage-not passage of the thousands that follow or the construction impacts in a rich, dense forest with many riparian areas. (I must note here, that I was the first elected local official to run on a platform of public pathways. A sound lesson about being careful of what you wish for. Specific conditions must always be considered.)

Forest trail access should remain for those on foot.

II. Comments More Specific to Alternatives A-D and the Ability of Each to Achieve Stated Goals and Desired Conditions.

Alternative A (no action)

While supporting the seasonal closures and no grooming- as outlined and in support of rustic character, peaceful soundscapes and minimal wildlife disturbance along with backcountry monitoring, this alternative essentially does little to address the conditions that likely prompted the current NEPA process. Unrestricted, two-way motorized travel would increase congestion and stress-negatively affecting visitor experience, wildlife well-being, soundscapes, aquatic resources, and rustic historic

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character. Although not specifically mentioned, I believe human safety would also be compromised with bike travel sharing the road under such circumstances.

Alternative B

The term traveler alerts and subsequent adaptive traffic management strategies are in direct contradiction to the desired goal to enjoy the scenic and rustic character of the corridor through experiences that are unhurried, relaxed, uncongested, and intimate. An adaptive strategy likely assumes the possession of certain technologies which are not rustic and may not be available to all. To use a metaphor, the adaptive strategy seems like pricking holes in a full tube of toothpaste and then squeezing it. The pressure will simply manifest elsewhere, diminishing visitor experience.

Soundscapes will not be enhanced with two-way motorized travel. Nor will ecological communities, historic character, or biker safety (except for short, hard to track periods of time).

Elements of this alternative which I support include:

- * Potential realignment of the northern portion of the road with special care for both the new construction and removal of the old portion in order to minimize impacts, though temporary, to riparian and habitat areas. I also support the described slow speed and intended character of the new road.
- * Suggestions regarding commercial activity, and for the White Grass area.
- * Relocation of the Death Canyon restroom, but not the large parking area.

Alternative C

Concerns about adaptive traffic management and two-way motorized private and commercial traffic remain, as previously discussed, and do not support the goals or desired conditions identified.

In addition, bike travel would be all but precluded, with minor exception.

Alternative D

Concerns about adaptive traffic management and two-way motorized private and commercial traffic remain, as previously discussed, and do not support the goals or desired conditions identified.

I cannot support a separated multiuse pathway due to its incompatibility with the identified goals and desired future conditions. While accommodating a very popular form of recreating, it is a relatively new recreational activity, not compatible with rustic character. It is unlikely to significantly alleviate traffic congestion. Most importantly, it would dramatically expand the corridor of human use, sound and activity-negatively affecting ecological systems and wildlife with further fragmentation of, and intrusion into, territory and habitat.

III. Alternative Proposal

Effectual consideration of the proposal below requires a desire to achieve a long-term solution that meets the goals and desired conditions identified, an openmindedness to innovation that has already been initiated or implemented in the National Parks, and a willingness to check assumptions.

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Implementation of the proposal below would be best served through true collaboration between GTNP, county-town-Teton Village interests and the general public, including the biking community.

While not yet having many details (where the devil resides), I propose the following as being more compatible with the identified goals and desired future conditions and one that, with cooperative spirit, can be reasonably achieved:

1. Eliminate two-way private and commercial motorized travel. Permit one-way bike travel (likely from the south), in the current or newly re-aligned road corridor. Bikers may continue riding or return to town via existing bike loop(s), once they reach Moose. They may also take advantage of the key element of this proposal, next.
2. Implement an electrically powered, newly designed shuttle system, utilizing smaller vehicles, that operates in the existing seasonal time frame. Ample, easily accessible storage for bikes and backcountry gear is envisioned. Soundscapes would be improved from current conditions. Visitors could experience a more relaxed, and potentially informative, experience via interpretive driver/guides and in-vehicle displays/media, providing equal access not dependent on technology capability or investment. Users could get off and on upon request. Accommodation for commercial tours via shuttle could be made by advance reservation or permit, similar to river use in some areas.

The above, simple version, deserves more description which I will attempt to provide, but is acknowledged to be incomplete.

GTNP already has some of the cooperating partners needed, including the Yellowstone Teton Clean Energy Coalition (YTCEC). YTCEC has a 12 year (via MOU) or more history of working together to provide cleaner, more sustainable transportation in GTNP, as well as Yellowstone. It is affiliated with the U.S. Dept. of Energy and has received grant funding for various Park transportation improvements through the national Clean Cities program which has a demonstrated interest in transportation improvements in National Parks.

Our community, in the form of cooperating private and public participation, was also the originating catalyst for the development of cleaner, quieter snowmobiles. This was achieved with the help of the Society of Automotive Engineers who assisted with promoting The Clean Snowmobile Challenge throughout universities in North America. The challenge was held in Jackson Hole for 3 years running. The results were astounding with more than 90% reduction in both emissions and sound. While naysayers said users would never use 4-stroke machines, exactly that has happened and is written into regulations. It could be, and was, done with a common goal, perseverance and cooperation. I suggest we could achieve similar success with regard to shuttle design and characteristics that fit both the roadway use and setting.

Other opportunities for meaningful collaboration in a corridor important to the community include planning for the north and south terminus for the shuttles. In particular, it seems that it would serve both Teton Village and the Park to have the southern terminus originate in the Village. Of course, this solution does nothing for facilitating through traffic to/from the airport, but that is a separate issue and is generally detrimental to the corridor and its visitors, not to mention a safety hazard when speed is desired.

Last, but not least, for this submittal, is addressing funding opportunities. Again, with mutual recreating

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and Park visitation facilitation interest, for locals and visitors, it seems reasonable to have cooperative conversations with local elected and appointed boards regarding potential financial support through several local funding sources, including the Lodging Tax, the Special Purpose Excise Tax, the Teton Conservation District and, perhaps, several nonprofits with keen interest in preserving the values of the corridor.

[As promised, my background and experience for the above perspectives and suggestions include 3 terms as a Teton County Commissioner-initiating both the pathway system and collaborative communication with land use agencies including GTNP, five years as Exec. Coordinator of YTCEC, 12 years as a seasonal BLM volunteer river ranger monitoring permitted use in southern Utah, Safe Wildlife Crossings Co-convener, current Chair of the Teton Conservation District, participant or facilitator for multiple governmental facilitations/strategic planning efforts and 43 years as a county resident user of the Moose-Wilson corridor and backcountry.]

Thank you for seriously considering these comments.

Respectfully Submitted,

Sandy Shuptrine

██████████
Jackson, WY 83001

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PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2214

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Jenny Ellsworth
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September 13, 2014

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

To Whom It May Concern,

I am writing to you about the possible construction and widening of the Moose-Wilson Road. My family has been coming to the Tetons on vacation for close to 40 years. My parents took me almost every year of my childhood, and now my husband and I take our children. One of our favorite parts of the trip is traveling on the Moose-Wilson Road. We love being able to drive slow and see the vast variety of wildlife of beaver, elk, deer, moose, bear, and so much more.

I am greatly concerned about you widening the Moose-Wilson Road to allow RV's and campers. It seems to me that the reason we have National Parks is to protect wildlife and wonders of nature like the Grand Tetons and its surrounding habitats. It is not to make more convenient for tourists and residents. I propose that at the most you pave it and have strict slow speed limits on the road, so that bikers, hikers,

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and animals are all protected. It would be a huge disappointment to see the road become just another highway to travel rather than keep it the gem it already is.

Sincerely,

Jenny Ellsworth

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2215

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September 14, 2014

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

Dear Moose-Wilson Planning Team:

Thank you for the opportunity to comment on the proposal to change the Moose-Wilson Road. We are residents who live north of town and are avid outdoor enthusiasts who appreciate the wildlife and wilderness of our special surroundings.

We attended the open house at the library in August and have talked with many people about the proposed changes. After reviewing the alternatives and giving much thought to the situation, we advocate the following:

1. Do not allow a net increase of pavement within the corridor.
 - a. Increasing the pavement will only serve to increase vehicle usage and speed as the road will be perceived as faster and 'safer'. No change should affect the road's National Register eligibility nor the corridor's historic significance.
2. Permit no increase in habitat disturbance/fragmentation.
 - a. This is important, and should be a primary consideration ' this is their habitat ' lets not make life harder

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for them by making it easier for us.

3. Do not allow the removal of large numbers of trees and vegetation.

a. Again this is critical for the main inhabitants of this area ' the wildlife.

4. Do not allow any commercial traffic (including taxis) on the road.

a. This should not be used as a thoroughfare, the motivation for taxi's and Westbank residents and visitors to use this route as a shorter and faster way to get north of town and to the airport is not the purpose of this road. No consideration should be given to such interests!

5. Do not add a bike path!

a. With the increase in grizzly activity in this area ' we would believe that a bike path would not be safe.

Suppose a grizzly attacked a biker - would there be a push to kill or remove the grizzlies to make the area safer for bikers and walkers using the path? We believe the Park is overreaching by considering

adding a bike path ' it is a wildlife corridor ' not a bike path corridor' there are alternate bike paths

available but no alternative habitat for bears and wildlife. How far is the Park willing to push and pressure wildlife and habitat to accommodate bike traffic? We strongly urge you NOT to include a bike path!

6. Continue winter road closure, no grooming or motorized usage.

a. This area has been and should continue to be a quiet wintertime refuge.

7. Do not implement one-way traffic or a reservation system.

a. This creates unacceptable difficulty reaching LSR and trailheads. A one-way traffic loop requires visitors on the Westbank and in Teton Park areas to drive thru Jackson to complete the 30-odd mile "loop."

8. Do consider two-way traffic to LSR with no through traffic.

a. This would reduce congestion, increase safety for visitors and wildlife, and solve many other "road" and usage issues.

9. Do maintain or decrease the vehicle speed limit.

We understand that the pressure to pave the road, etc. for the Westbank and add a bike path is considerable ' however we need to remember to speak for the wildlife and protect their interests. In the words of Edward Abbey ' 'Wilderness doesn't need more defense ' it needs more defenders'.

We feel that the preceding recommendations will help defend this important wildlife corridor and fulfill the mission of Grand Teton National Park and the 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.

Sincerely,

Randall & Mary Kaufmann

██████████

Moose, WY 83012

P.S.

Adding a bike path & pavement adds additional maintenance cost to an already tight Park budget. The on-going cost of a bike path could be better spent on things like employee housing!

MK RK

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2216

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August 14, 2014

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

Greetings, MW Planning Team

As conservationists and environmental advocates residing in Teton County for over 35 years, we have actively participated in numerous NEPA processes. We are keenly aware that allowing the public to weigh in before the DEIS is released is unusual, and extend our sincere thanks for this opportunity.

We have read through the preliminary alternatives, 2009 Western Transportation/MSU study and the recently released University of Utah Moose Wilson Corridor (MWC) traffic data. As a broad overview, two things are apparent:

1) The DEIS must include defensible indicators and baselines for whatever alternative is selected. At what point are resources/wildlife unacceptably damaged? Have we already surpassed it (i.e. what is the baseline for motorized/nonmotorized visitation in the corridor?) Without solid data, the park will be in for very rough sledding from those with business, county transportation and recreation interests that conflict with park values.

2) None of the alternatives is sufficiently forward thinking to manage ever-increasing traffic for more than a short window of time.

Comments on specific alternatives, from the least desirable to more preferable.

Alternative A

With a projected doubling of traffic every 15 years, there is broad-based agreement that business as usual cannot continue.

Alternative D

Road re-alignment is needed, and supported for all alternatives.

A reservation system on a two-way road would be exceedingly difficult to manage, leading to visitor dissatisfaction. There would also be an unintended consequence for nonmotorized users of the corridor. As park visitation continues to grow, a larger percentage of people will be unable to secure a reservation. Those who may have photographed or hiked along trails to Granite, Death Canyon and LSR will likely choose to recreate in the already heavily-impacted Jenny Lake area.

Enhanced winter recreational opportunities are not appropriate. The corridor is critical moose habitat. Its use should be further restricted rather than expanded. The Snake River bottomlands through the corridor should be closed, and grooming and/or guiding should not be employed to draw more people. Those seeking a groomed experience in the park have the inner park road. A wilder experience should remain in the corridor.

Given the critical needs of wildlife, increasing any type of usage in the corridor, including cycling along a separated pathway, strikes us as a step backwards. The corridor is among the most heavily-treed passageways in the park. The vibrant forestlands fringe an eco-tone, a transition zone to a different type of biologic community. In this case, the forest transitions to a riparian area, then open sage meadows that border the Snake River. This rich environment provides both food and cover to a wide variety of wildlife species, including struggling moose and, recently, black and grizzly bears.

A separated pathway along its 7.1-mile length would virtually double the human disturbance zone-permanently impacting 14-acres of intact habitat-and require paving almost 9 acres of land and removal of as many as 7,500 trees. The potential effect on wildlife is so significant that the updated 2009 Western Transportation Institute study of the corridor recommended that a separate pathway be the last adaptive management strategy adopted of the seven management options it analyzed.

The park has historically regulated recreation to protect resources. Backpacking sites are limited; jet skis and pack rafts are prohibited; and skiers and snowshoers may not travel along segments of the Snake River corridor. Bicycle pathways should not be the exception. Visitors already have a wealth of non-motorized options to explore the park, including the pathway from town to Jenny Lake and a well developed trail system.

Recognize that pathways are not a panacea for safety. Everyone is aware of the oft-repeated, tragic death of Gabrielle Axelrod on a park road near Jenny Lake. Sekiom mentioned is the 2005 death of Ed Henry on the separated pathway at the south end of the Moose Wilson Road. Ed, rollerblading, was struck by a fast-moving cyclist. Pathways, and cycling in general, are not without risk. Moreover, grizzly bear biologists

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indicate that a separated pathway would increase surprise bear-human [and moose-human encounters, with potential for injury and possibly death for both humans and bears. This should be a compelling concern for both wildlife and separate pathway users.

Alternative C

Closing roadways to all other use two days a week is not optimal, and would be unpredictable to wildlife. Further, it would have the unintended consequence of concentrating and increasing vehicular demand on the days the road is open. As overall park visitation continues to grow, daily peak use would expand, fueling visitor frustration and overwhelming queuing lane capacity, as "alternative routes" are limited. It also creates undesirable pavement at both end of the corridor.

Taxis should be prohibited. MWC should not be treated as a shortcut to the airport.

Alternative B

We view this as the best of the presented alternatives as it curtails through traffic during predictable peak time periods. University of Utah data indicates as much as 80% of the traffic spends only 27 minutes in the corridor; a very high percentage of visitation is through traffic that does not stop. In the short-term, gating should reduce traffic to a level that affords adequate resource protection and could safely accommodate bicyclists without increasing the width of the road. Flashing signs reminding drivers to watch for cyclists as they enter the road would heighten awareness that the roadway is shared. Given that traffic from Teton Village Road is projected to double every 15 years, however, this solution has a relatively short shelf life.

Suggested adaptive management techniques for MWC without getting into the weeds with details, we hope you consider more stringent management options, including:

1. A one-way, reverse flow road the length of the corridor. Allow one-way traffic from both ends to LSR until the LSR center opens. Close the road at night. This would allow earlier access for trail users, while significantly reducing use during critical dawn and dusk wildlife activity periods. Cyclists must also follow one-way restrictions.
2. Dead-end at LSR from both directions. Road should be closed at night.
3. Restrict motorized traffic to park shuttles in the Moose Wilson Corridor AND the Inner park road to South Jenny Lake parking area. Signal, Jenny and Jackson Lake Lodges would still have private vehicle access via the outer park road and north end of the Inner road. The Town of Jackson, Teton Village and private lodges could provide feeder shuttles, as is done in Zion, to Moose and Granite parking areas, limiting the need for parking lot expansion in the park. Small shuttles could be utilized in the corridor, full size buses on the Inner park road.
4. For all alternatives, contact GPS mapping services and have them remove the Moose Wilson Road as the shortest route from the airport. This effectively rerouted large truck traffic over Teton Pass.

Finally, the park should be aware that one of the largest landowners along Teton Village Road has placed conservation easements on their property except for an obvious access point to the Snake River. They are aware that a north bridge may be necessary, particularly if they perceive their business interests would be impacted if the park exercises its clear authority to manage park roads in line with the mandates of the 1916 Organic Act.

This is a high stakes poker game. Dont forget who holds the aces.

Again, thank you for the opportunity to comment.

Rebecca Woods and Rich Bloom

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September 15, 2014

Grand Teton National Park
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Moose, WY 83012-0170

Re: Moose-Wilson Corridor Comprehensive Management Plan - Preliminary Alternatives

Please accept these comments on behalf of the Greater Yellowstone Coalition (GYC). 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 regions public and private lands.

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 the ecosystem that play out on a much larger scale and cumulatively erode ecosystem function, even though it remains a 7.7 mile road system opened seasonally. Many of the conflicts between stakeholders in this corridor are a harbinger of future issues that this ecosystem faces.

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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.

Principals behind GYCs comments

The following comments are motivated by three guiding themes: 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. 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.

Protection of the Laurance S. Rockefeller (LSR) Preserve

We urge the Park Service to comply with the intent and requirements accompanying the donation of the LSR Preserve that fulfills the expectations that these lands and values are conserved for future generations. The Reserved Conservation Easement for the Laurance S. Rockefeller Preserve directs the [Moose-Wilson] road to be maintained in its current width and with its current horizontal and vertical alignment as reflected in the inventory, within the easement (Sect. 3.3). Further, using motor vehicles and bicycles on approved and existing roads, driveways, and parking lots provided that no snowmobile, motorcycle, ATV, or any similar device, whether motorized or not, shall be operated on the Property, except as specified in Sect. 3.5. This expectation that Moose-Wilson Corridor not be developed for additional uses such as a winter groomed trail (similar device as a snowmobile or ATV) would appear to limit the use of snow grooming equipment within the LSR. Similarly, road improvements and the construction of a separated pathway would be limited. We ask GTNP to provide the public with explanation of how the proposed alternatives adequately address the spirit and intent of the easements that opened the LSR preserve to public use.

Reducing 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. The Park Service should consult with the U.S. Fish and Wildlife Service (USFWS) on the impacts of road realignment, traffic volumes, increased recreational use on grizzly bears as well as Canada Lynx in developing an Draft Environmental Impact Statement (EIS). This analysis should also include cumulative impacts associated with Grand Teton National Parks 2007 Transportation Plan Final EIS. A central subject for Moose-Wilson Corridor Draft EIS should include minimizing conflicts with grizzly bears and grizzly-human safety analysis. During previous planning processes the USFWS has cited concerns with adding multi-use pathways and the probability of human grizzly bear encounters and associated human injuries. Habitat fragmentation is very real for grizzly bears. Studies have shown that there are predictive thresholds of traffic volumes that prevent grizzly bear crossings of roads. One study from northwest Montana predicts that the threshold occurs at approximately 100 vehicles/hr (Waller 2005). Habitats along roadways have shown to be beneficial for use

by grizzly bears in Yellowstone National Park, however requiring managed visitor behavior at bear jams which results in predictable human behaviors for bears (Haroidson et al. 2013). Road densities are also closely associated with predicted grizzly bear survival and as road densities increase, survival of grizzly bears decreases (Schwartz et al. 2012). Results from studies in Yellowstone suggest that human presence can reduce grizzly use of areas with unrestricted use and that management closures to human use are a benefit to grizzly bears (Coleman et al. 2013).

Grand Teton National Park has a long history of proactive management solutions to reduce conflicts with grizzly bears that have proven effective including but not limited to; management closures on Willow Flats, requiring bear-spray to be carried by hunters during the Elk Reduction Program, managed bear jams through the Wildlife Brigade program, limiting road vehicle use in the John D. Rockefeller Parkway, and road closures during the fall on the Moose-Wilson Corridor. The Park Service should provide an analysis of the adaptive strategies that will be used in the Moose-Wilson Corridor Management Plan Draft EIS as well as analysis of impacts to grizzly bears directly and indirectly by habitat modification. This analysis should include the components of each of the proposed alternatives including modifications of the road itself, increased visitor and bicycle use, and winter access use.

Consideration of Proposed Alternatives

At this stage in the National Environmental Policy Act (NEPA) process, we are not supporting, nor opposing in these comments any of the proposed alternatives as described in the newsletter. All aspects of the proposed alternatives will require thorough analysis for their potential impacts to resources and visitor experience, as well as data analysis of the current and proposed conditions. This community deserves a full disclosure of the costs and benefits of modifications in this important ecological corridor. Consistently, residents of Teton County list wildlife and scenery as the highest values of the communities character and those values also translate to visitor experience when they visit GTNP. The four draft alternatives all have impacts that may benefit or harm GTNP resources and a factual analysis of these impacts will provide the community and Park Service with the opportunity to make an informed decision, rather than a pre-determined hypothesis of our personal desires for the corridor.

Maintain Physical Character

The slow speed and winding character is part of the local cultural value of the Moose-Wilson Corridor. Additionally, seasonal closures of the road should remain. The rustic corridor contains cultural and resource values that are unique in GTNP and currently attract visitors for these reasons. We also think the current limitations to trailer and oversized vehicles have added to the values for this corridor. We realize that the park must also consider strategies that make it safe to travel the Moose-Wilson corridor regardless of mode of transportation. In so doing, the park should evaluate the potential increased conflicts between bicyclists and wildlife, which may be direct, or indirect because of loss of habitat and increased human use. The Park Service must use caution and care to ensure that any modifications of this character are compatible and prevent the impairment of natural and historical values.

Components of the new Alternatives that should be carried forward

Acknowledging the additional need for analysis there are elements of each of the proposed alternatives that deserve further development and consideration within the final draft alternatives.

Road Realignment- The proposed road realignment between the Death Canyon road and Sawmill Ponds deserves further consideration within the purpose and need of this plan. Relocating this section of road

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will remove direct impacts to riparian and wetland habitats. Wetlands and riparian areas make about 2% of the land in Wyoming, making them unique within the region. Approximately 90% of the wildlife species in Wyoming use wetlands and riparian habitats daily or seasonally during their life cycle, and about 70% of Wyoming bird species are wetland or riparian obligates (Nicholoff et al., 2003). Wetlands are also intricate in maintaining water quality. The area is known for its high use by moose and beavers. Moose on a local scale have been in decline for the past two decades. Conflicts with beavers at this site have resulted in NPS actions to modify beaver dams when impounded water threatened roads. Finally, the abundant choke cherry and hawthorne shrubs in this stretch of road have resulted in NPS actions to close the road during the recent years to preemptively avoid conflicts with grizzly bears. The proposed realignment appears, at face value to mitigate some of the above conflicts and serve as a net gain for wildlife. The Park Service should provide a thorough analysis of habitat impacts in the sagebrush community where the road would be relocated to.

Similarly, there 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. The Park should analyze this potential reduction of volume and increase of user fees because of this proposed realignment. 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.

Increased Turnouts

Providing safe pullouts and parking for park visitors enjoying the scenic and wildlife watching opportunities should be analyzed fully for impacts, however these added pullouts seem compatible with adding enjoyment, education, and inspiration for park visitors and the purpose of the corridor as visitor destination.

Traffic Calming

All of the proposed alternatives contain thoughtful proposals to better manage traffic along the Moose-Wilson Road that deserve additional consideration and analysis. 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, managing commercial activity through limits to resource-based interpretive use, and a reservation based system should be considered through this process. The draft EIS should also consider maximum thresholds that would trigger defined actions to clearly outline future agency actions rather than rely upon multiple adaptive strategies.

Public Transit Options

There is mention of creating shuttle services in all of the proposed alternatives. We ask the Park Service to outline the details of a shuttle service and explore options 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 alternatives and should be addressed currently with increased enforcement. 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 draft EIS and include analysis of increased safety to cyclists and pedestrians.

Death Canyon Trailhead

Minimizing additional paving while maintaining reasonable access should be the goal for this portion of project area. The current access that is unmaintained and causing resource damage should be corrected with both restoration of existing road to natural conditions and allowing for safe parking opportunities. We feel its outside of the scope of the Moose-Wilson Corridor travel planning to seek increased visitor use at the White Grass Ranch or to manage administrative access in this effort. A thorough analysis of paving, parking, and restroom facility options should be included for impacts to vegetation, visitor experience, and wildlife.

Options Within Proposed Alternatives Requiring More Analysis

We could foresee the park developing a matrix of options within the proposed alternatives for additional analysis of impacts under the categories of bicycle use and in treatment of the physical character in terms of the unpaved section of the Moose-Wilson Corridor.

Rather than an independent alternative that contains a separated pathway, we ask the Park Service to analyze and disclose the impacts of a suite of options for providing safe bicycle use that would include many of the components that we've listed above that have clear resource benefits. Safe bicycling use may be achieved by three options including continued shared roadways with reduced traffic speed and volume, an expanded shoulder along the existing and proposed roadway modifications, or the separated pathway option as discussed within Alternative D. These three options should be analyzed for their impacts on visitor experience, resource considerations including vegetation modifications, and impacts to wildlife and habitat.

Similarly, paving the currently unpaved segment of the road requires further analysis. What are the impacts to the surface and ground water with a net increase of asphalt in the Moose-Wilson Corridor? What are the current impacts of dust abatement and resource damage from user created pullouts? These options should be considered in a matrix with the other components of the proposed alternatives and not simply a paved or no paved option, or separate-pathway or no pathway option. Explicitly providing the public with the impacts of all the above options will give valuable insight in supporting or opposing the alternatives that will be disclosed in the draft EIS.

Conclusions

I appreciate the opportunity to submit these comments on behalf of Greater Yellowstone Coalition on the Moose-Wilson Corridor Comprehensive Management Plan - Preliminary Alternatives. As stated above, we are not supporting nor opposing any of the preliminary alternatives until further analysis of the associated impacts of the components of each alternative have been closely examined and disclosed to the public. We have participated in the previous public processes on transportation planning in GTNP including 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. The Moose-Wilson Corridor has renowned values as a rural and historic road that travels through excellent habitats for moose, birds, beavers and grizzly bears. Many of the components within the three proposed alternatives would have direct benefits to these species. Because of these benefits, the no action alternative should not be considered as a viable option. Each of these proposed changes will have costs and benefits economically

and ecologically and the public should have an honest discussion on these impacts through the public process. We encourage an open dialogue that discloses the environmental impacts to these resources and includes the best available science, prevents impairment of Park resources and allows visitors and wildlife alike to enjoy this spectacular corner of Grand Teton National Park safely.

Thank you for your consideration of these comments,

Sincerely,

Chris Colligan
Wildlife Program Manager, Greater Yellowstone Coalition

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Correspondence Text

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

Dear Friends,

Thank you for offering us the opportunity to comment on the future of the Moose-Wilson Corridor and for providing such a clear presentation of preliminary alternatives to shape comment. You really have done a nice job with this.

I should like to begin by acknowledging that neither I nor most (possibly any) of us who are commenting are in full possession of relevant facts and arguments. I respect those of you required to assess all those as fairly and dispassionately as possible. As I age, I'm more and more put off by people who have firm and strong opinions about things they actually know little about, and I don't want to fall into that trap.

Nonetheless, I have very strong feelings about the Moose-Wilson corridor and Road and about "improvements" in our Park and our Valley. With your indulgence, I'd like to start with the latter.

"Improvements"

What's special about our Park, about the greater Yellowstone system generally, and derivatively about Jackson Hole is the opportunity it affords for direct experience of the wild'of wilderness and the wildlife

that inhabit it. In my view there's a subtle threat to all of them'one which, unlike other threats, we here have some capacity to ward off. That threat stems from the urge to "improve".

The urge to improve seems deep in the human psyche. We seem always about some kind of improvement to the things we own or have charge of. For those of you responsible for the Park that inclination must be as strong as for the any of us, reinforced by the natural wish to leave your mark.

Moreover, that impulse must be aided and abetted by those of us who live here. We came here, most of us, because we love the wildness that surrounds, with the beauty and the recreational opportunities it affords. Yet once here we too suffer from the urge to improve. We also suffer from what I call "the Jackson-Hole paradox". Because many of us have to make a living here, and because our political officeholders need tax revenue to pay for public services, we're naturally motivated to grow our economy and so to "improve" conditions for businesses, visitors, and residents. That too leads to ever more invasions into the natural world. As we keep adding bigger, better roads, bridges, visitors centers, facilities, pathways, traffic signs and signals, and so on and on, we erode the wildness and the direct experience of that wildness that attracted us here in the first place. As we keep improving things, we make them worse.

In short, and because I won't know all the considerations you need to take into account, the strongest consideration I want to urge is that you resist the urge to "improve" (including even with seemingly minor things like turnouts and interpretive or traffic signs) unless the considerations that require improvements are well-nigh overwhelming.

I therefore tend to a strong preference for Alternative A, or something like it with minor adjustments.

Moose-Wilson as a national and local treasure

Our forty years around and in Grand Teton National Park literally began on the Moose-Wilson Road'we drove straight from the airport to it and stayed along it for ten years. We've driven along it (and stopped along it) innumerable times then and since. We have the strongest possible affection for it just the way it is, and would much rather see it remain just the way it is.

The road has been and remains one of the most interesting and rewarding ways of seeing the Park, and in a different way than is afforded by any of the other Park roads. Realignment part of it away from the wetlands and out onto the sage flats, in particular, would cost us and thousands of others a big part of that wonderful experience. That the Road is one of the best places in the Park for wildlife sightings is surely in itself a plus'just what we want visitors to thrill to, as they do, and just what, probably more than anything, motivates them to come.

Effects on wildlife

The flip side, of course, is the potential that traffic and wildlife watching along the Road will endanger and disturb that wildlife. However, our long experience on the Road suggests that this potential may not be serious. In forty years on that Road I, at least, have not once seen a killed or injured animal. Indeed, the almost invariant reaction when people see wildlife (which they are almost invariably looking out for) is that they slow down or stop to watch. That should reduce any danger to the wildlife from cars. Moreover, my invariant experience is that animals and birds seem to find people in cars far less disturbing than people on foot'one of the reasons the Moose-Wilson corridor is among the best places in the Park to see wildlife.

By and large, moreover, I've not noticed that oglers who get out of their cars'let alone those who just roll down their windows to watch or take a picture'do much to disturb, let alone to endanger, the animals or birds. People must be stopping daily during the summer, for example, to watch the beaver and the moose in the wetlands. It's not obvious, at least to a casual observer, that most of the time the animals even take much notice.

If I were you guys, I'd want to see some solid and significant contrary evidence before adopting any major change to the Road that would do serious damage to the visitor experience, as relocating a big chunk of it almost certainly would.

Grizzly bears

It's not obvious to me why the increased presence of grizzly bears in the Moose-Wilson corridor'positive evidence of their successful reintroduction'should be regarded as a particular problem. We've grizzlies everywhere in the Park now. People in cars don't seem in much danger from them. Instead that seems the safest way for people to observe a grizzly'and observing a grizzly is invariably a highlight for any visitor.

People on foot (or bikes) who use the Park anywhere are certainly on notice, undertake the risk, and should be expected to exercise personal responsibility and common sense in being prepared for bear encounters. It's not obvious, at least to me, that there's anything special about the Moose-Wilson corridor in this respect.

Traffic

It's certainly true that there's more traffic on the Moose-Wilson road now, as on all the roads in the Park and in the Valley generally.

But I'm disquieted generally with the idea that the way to deal with heavy traffic is to build more, bigger, or straighter roads. Those too are "improvements" with big cumulative downsides. Moreover, I'm getting on in years now and have watched that dynamic, here, elsewhere in Wyoming, and in major metropolitan areas. To a significant extent, it seems just to invite yet more traffic and more congestion. If instead we leave things alone, congestion is at least partly self-limiting. People find alternatives.

That's especially true in the Moose-Wilson corridor. Traffic on the Moose-Wilson Road is slow at best, slower during peak tourist season, and slower still when people stop in the road to watch animals. In my view, expressed above, that's a prime value of the road. As long as visitors don't tie up both lanes so that traffic is halted entirely, stopping to watch wildlife should be regarded as the right of visitors and a key purpose of the Park. Those of us who may be trying to get somewhere over the Road should acknowledge that priority and adjust'if necessary by taking an alternate route. In other words, "congestion associated with the presence of wildlife" is a price we should be glad to pay. If you can't take some time on route to watch wildlife'and our guests from elsewhere in the country watching and enjoying the wildlife'you're on the wrong road.

I'd go a step further. I'd urge that as far as possible you deal with traffic and congestion on the road by using the slowness of the road, whether from congestion, curves, or potholes, in a natural way to inhibit overuse. For example, the idea of paving the currently unpaved part of the road seems attractive, but would likely encourage traffic, particularly of the kind that's in a hurry.

Through traffic

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I saw a newspaper story on the recent report which says that most drivers on the road are not stopping at the trailheads, LSR, or other destinations along the Road, but instead are passing through on the way to some other destination. This hardly seems news. Why should it be regarded as bad or wrong? Many of us and many visitors use the Road when we can, often in preference to faster and less bumpy alternatives, because of the natural beauty we travel through and the wildlife sightings possible. Closing the Road to through traffic would deprive thousands of us of these pleasures and experiences. In doing so it would defeat key purposes of our National Park system.

Moreover, if anyone objects to people using the Road for getting from here to there, the last solution they should embrace is any that enables faster and less impeded traffic on it.

Bikes

With some discomfort, because I'm a biker myself and because many of my neighbors and friends would like a bike path in the Corridor, I'm quite strongly opposed to that idea. "Pathways" certainly have positive values, but they too are "improvements" that get in the way of directly experiencing our natural surroundings. Pushed by an extremely well-organized lobby, it seems to me and many others, "pathways" have become something of a sacred cow here. To now interpose yet another pathway between us and the natural world in the Moose-Wilson Corridor seems particularly inappropriate. Moreover, there the danger of bear encounters to bikers and the likelihood of their adversely affecting wildlife seems quite significant. We have plenty of other pathways now where we bikers and skaters and such can recreate. Please not along the Corridor.

Death Canyon

I'm inclined to oppose shortening the road out to the Death Canyon trailhead, certainly by a whole mile. For highly fit young people that would be trivial. For us oldsters and for less fit visitors it would make trekking into Death Canyon, or even to the Snake River Overlook, significantly more daunting.

Thanks again for the opportunity to comment.

Sincerely,

Charles H. Herz

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2219

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Correspondence Text

15 September 2014

To: "Moose-Wilson Planning Team"
P. O. Drawer 170
Moose, Wyoming 83012-0170

Dear "Moose-Wilson Planning Team":

Comments on "Preliminary Alternatives Newsletter" released 15 August 2014 by Grand Teton National Park pursuant to Notice of intent to Prepare a Comprehensive Management Plan for the Moose-Wilson Corridor, and EIS, 78 Federal Register 78559-60, December 6, 2013:

Assistant Public Affairs Officer Andrew C. White of the Grand Teton National Park staff assured me on 7 September 2014 that written submissions regarding the "Preliminary Alternatives" for the Comprehensive Management Plan and EIS being prepared pursuant to the Federal Register notice cited above would be accepted as timely if transmitted by U.S. Mail postmarked on or before September 15, 2014. This is.

I submitted formal comments on the "Scoping" stage of this Management Plan preparation, hand-delivered to Park Headquarters at Moose on 6 February 2014. Please incorporate all remarks offered in those Scoping Comments into this submission.

Study of Impacts; Changes to the "Affected Environment"

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The nature of the Moose-Wilson Corridor has changed greatly since it was included in the Grand Teton National Monument on 15 March 1943, and later included in the enlarged Grand Teton National Park by the expansion act of September 14, 1950.

Some of those changes have increased human presence, but many have tended in the opposite direction. As the report, "Options and Opportunities for Protecting Inholdings in Grand Teton National Park," prepared by ConServCo for the National Park Foundation in February, 2004, demonstrated, in 1950 almost all the land along the Moose-Wilson Corridor was in private ownership. Now, virtually all is in federal ownership. Some private residences in that corridor are still occupied pursuant to life estates, but those are nearing their termination and those lands will soon revert to natural condition.

Dude ranches lined the Moose-Wilson Road ' the J-Y Ranch, the White Grass Ranch, the Circle-H (later owned by Harry and Margaret Barker), The R-Lazy-S, and others. Each of these businesses kept strings of riding and pack horses. The total horse count in the Corridor probably exceeded two hundred, possibly considerably more. The presence of these horses, and their owners' defense of them from predators, was probably a significant impact on wildlife use in the area.

That impact from dude ranching and associated livestock is now virtually gone. Wildlife have freer use of the habitat along the Corridor than in almost a century. The report in the Jackson Hole Daily for Thursday, September ii, 2014 that the Moose-Wilson Road had been closed due to grizzly bear activity is just one example of increased wildlife use of the Corridor. It seems likely that the bear presence is only one indicator of the general improvement in habitat availability due to the reduction in human and domestic livestock use. The Corridor Management Plan environmental study should address this possibility, and consider its long-term consequences.

It is probable that there will be a significant increase in the variety and intensity of wildlife use in the Moose-Wilson Corridor over time. The Management Plan and EIS should consider how to manage human activity so that conflicts are avoided - not just with current wildlife use levels, but with increased wildlife use in the future.

Discussion ' Straw "Preliminary Alternatives" as a NEPA method:

The Comprehensive Management Plan for the Moose-Wilson Corridor will decide a variety of actions. Grouping these together in four "Alternatives" is an artificial way to invite public discussion. Many of these decisions can be made one way or another in isolation. The decisions are not inevitably linked in one "Alternative" or another.

Some of these actions to be decided are physical ' to pave more of the road, to remove existing pavement, to build a separated bicycle pathway. The effects of those decisions will last many years. Once pavement is placed in the Park, it is not likely to be removed. Furthermore, as I discussed in my Scoping comments, the history of Grand Teton National Park demonstrates that each step by the Park Service to make local use and traffic easier leads to pressure for the next step. "Cumulative impacts" must be studied in the NEPA process ' not merely the cumulative impacts of actions being considered in the proposed action, but the added cumulative impacts of future actions that will be made more probable by choices in this Management Plan.

My comments are organized by specific management strategy, not by the "Alternatives" lumped together in the NPS handout. I have divided them into issues that involve physical alterations to the Park, and those that are administrative and interpretive.

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Physical Changes ' Proposed Actions

1- Road Alignment Should Not Change; Reduce Paving

The Moose-Wilson Road within Grand Teton National Park should be kept within its existing alignment. It should not be widened. The length of the road that is currently not paved should stay unpaved. The paving that has been installed by the Park Service in recent decades, from the White Grass Ranch turnoff south, should be removed and that section of the road restored to gravel, as it was. The extent of the Moose-Wilson road that is NOT paved should be increased, not reduced.

The proposal to build new road to the east of the existing alignment from the Sawmill Ponds Overlook to the Death Canyon road junction should NOT be carried out. The wetlands benefits claimed can be achieved with careful engineering techniques within the existing road line. This relocation will unfairly disrupt the right to quiet enjoyment of the remaining term of occupants of property in the route of the proposed realignment. The proposed new road location may impinge on private property at T43N, RI 16W S.34, Lot 5, Tax Parcels 22-43-16-34-4-00-006 and -007. Further, winter recreation use will follow the new road alignment. Moving that recreation use into the location of the proposed realigned road is not desirable.

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 text] 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 north termination of the Moose-Wilson Road should be within the Entrance Station control area. A visitor should have to pass through Park Entrance control before entering the Moose-Wilson road. This could be accomplished by relocating the existing Moose Entrance Station, rather than by constructing new roadway. However, relocating the road from north of the foot of the sidehill grade up to Sawmill Ponds Overlook, if necessary to establish Entrance Station control, is acceptable.

2- Bicycle Pathway Construction

There should not be any construction of separated pathways, whether paved or unpaved, for bicycle use through the Corridor. Bicycles should be allowed to use the existing road space. All bicycles using the Moose-Wilson Corridor should be required to have warning bells, safety lights and reflectors, and bear spray.

The description of proposed pathway construction in the Park brochure, Alternative "D," is deceptive. The statement in the NPS brochure text that "the pathway would generally be sited within 50 feet of the existing or realigned segments of the road" IS NOT TRUE, according to the Alternative D map. The map shows about 1.6 MILES of new bicycle path way around the LSR Preserve, on a line that is totally separated from the Moose-Wilson road.

Why does the Park Service text falsely describe this proposed bicycle pathway as "generally sited within 50 feet" of the road, when the map makes clear that a major length of the path will cover Park landscape totally separate from the Moose-Wilson 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 not, the speedier cyclists will ride on the service road instead of the path? How will this separated pathway avoid creating increased conflicts between cyclists and wildlife?

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. Creating a separated bicycle pathway is not necessary for visitor safety. Creating a separated bicycle pathway will lead to an acceleration of other impacts on Park values in the Corridor.

3- Death Canyon / White Grass Ranch Access

Closing the Death Canyon trailhead road and rehabilitating that ground, Eastward to the White Grass Ranch service road junction, is a reasonable step. I recommend studying ways to reduce wildlife impacts of activities at the White Grass Ranch site. I would prefer that the White Grass Ranch property be restored to its natural condition; there are better places to play with log cabin construction.

Administrative and Management Steps ' Proposed Actions

1 - Motor Vehicle Traffic Management

The Park should work with the State of Wyoming to have the speed limit on Wyoming Highway 390 reduced to 45 miles per hour maximum outside of the Park. At present the WY390 speed limit is 45-day / 35-night in the moose-crossing area several miles north of WY22, but it then rises to 55 MPH at the northern end of WY390. This creates an inconsistency in driver behavior and expectation that could be easily improved.

The 25MPH speed limit throughout the Moose-Wilson road within the Park should be strictly enforced. In addition to patrols, speed cameras should be installed and enforced.

When a motor vehicle enters the Corridor at one end, its license and time should be automatically recorded and transmitted to the other end station. If that vehicle arrives at the opposite end in less time than is required to drive the road at the posted speed limit, the vehicle should be detained in a holding area until the proper minimum time has elapsed. This is not technically difficult. Very few drivers will be detained more than once.

Vehicle size limits and the prohibition on trailers should be vigorously enforced by Park staff at the admission stations; this is not being done now, even at the South entrance.

2- Corridor Entrances Management and Interpretation

As noted under physical steps above, any user of the Moose-Wilson road should have to pass through a Park Entrance Station. The South Entrance station should be manned at all times. If the station cannot be staffed, the Moose-Wilson road should be closed to all users, both motor vehicle and bicycle.

A visitor to the Moose-Wilson Corridor should be clearly informed that he/she is about to use a slow, narrow, partially-unpaved roadway where experiencing the special values of Grand Teton National Park is the goal, not through-transportation. The existing road sign at the Moose end of the road is totally inadequate. Staff at the Entrance Stations should have special training in instructions to be given to users

of the Corridor.

3- Winter Access and Use

The Moose-Wilson road should continue to be closed seasonally as is done now. No snowmobile use should be permitted. 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, I would support that. However, I believe there are maintenance needs at the LSR Preserve and the White Grass Ranch buildings that may require winter access. Is it the Park's intention to allow access via the Snake River dike road for winter maintenance at the LSR and White Grass Ranch? How will the major headgate on the Snake River dike, east of the LSR, be operated? How will occupants of the remaining private residences reach their homes?

4- Assure and Retain Full NPS Management Authority over the Road

The Corridor Management Study must include an assessment of the NPS's current authority to control activities on and alongside the Road, and a commitment to maintain, and if necessary expand, NPS authority to manage the corridor forever to prevent damage to Park values. See the discussion in my February comments on Scoping. None of the Alternatives addresses this crucial management need at all. Solving it is essential.

The Corridor Comprehensive Management Plan should include a commitment to bind future Park managers to preserve all existing NPS management authority. The Plan should commit the NPS to expand its authority if necessary. No future NPS decisions or agreements should be permitted that in any way reduce the NPS' power to control uses and impacts on the Road and its vicinity. No construction or maintenance of facilities along the Corridor by private funds should be permitted.

Beyond the "Alternatives" ' NEPA Compliance Requirements

it is deceptive to present the public with this quartet of contrived "Alternatives," when the scientific data-gathering, assessment of impacts, and evaluation of foreseeable cumulative impacts extending into the future, has not been completed. Please see my Scoping comments submitted 06Feb14 for discussion of these issues. It is dismaying that these crucial topics are not even laid out as concerns by the Park Service in this photogenic "Alternatives" brochure.

Conclusion:

Thank you for your attention to these concerns. Please keep me informed as the Study and NEPA process advance.

Sincerely,

Philip M. Hocker
Manager, ConservCo / Conservation Service Company, LLC

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2220

Author Information

Keep Private: No
Name: Connie Wilbert
Organization: Sierra Club Wyoming Chapter ● Official Rep.
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/04/2014 Date Received: 09/11/2014
Number of Signatures: 517 Form Letter: Master
Contains Request(s): No Type: Letter

Notes: The correspondence text box below hold the master form letter for Sierra Club Wyoming Chapter's form letter #1 (1 of 2 form letters). The number of signatures on the unmodified form letter #1 is 479. In addition, 38 people modified the form letter and their individual comments that differed from the master letter are have been typed below the master text. Public comment on the preliminary alternatives was sought to gain a sense of what the public thought about the potential alternatives and their concerns. Not all correspondences are substantive in a technical sense.

The dates on the letters received on September 11, 2014 ranged from September 4 - 11, 2014.

Correspondence Text

Subject: Protect our Wildlife in Grand Teton National Park

Dear Grand Teton National Park Superintendant David Vela,

Thank you for the opportunity to comment on how the Moose-Wilson road should be managed, and what kind of additional development, if any, should be permitted along the road corridor.

I ask you, first and foremost, to protect Grand Teton National Park as a national treasure, and to protect its wildlife and wildlife habitat. This world-renowned national park must be managed to protect the natural resources and values for which it was established, for the benefit of all Americans who own it.

The Moose-Wilson road passes through an area known for its diversity and abundance of wildlife, and the Park Service must give top priority to protecting wildlife and the outstanding wildlife habitat along the road corridor. The best way to do this is to reduce traffic volume and keep the road the way it is now: small, narrow, winding, and slow-speed.

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

Neither the road nor its corridor should be widened or improved, and the unpaved section should remain unpaved. Road realignments on the northern end will protect wildlife and should be pursued. Curtailing through traffic at the Laurance S. Rockefeller Preserve and disallowing commercial traffic would control traffic volume and should be pursued. A paved bike pathway would increase impacts to wildlife and should not be allowed. By controlling traffic volume, bicycles will be able to safely share the existing roadway while protecting natural resources and values. The Park Service should fully evaluate the feasibility of a park-managed public transit system.

I believe we must keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been. Thank you for considering my comments.

Sincerely,

The following text was excerpted from modified correspondences that were based on the master form letter #1.

- "Even beyond traffic volume control, paving brings toxic oils into soil and water sources, it invites damage and disturbance to an area by heavy machinery, and requires regular maintenance that is equally harmful."

- "Neither the road nor its corridor should be widened or improved. If people want to drive fast they have the whole rest of this country for speeding. If one does not want to experience the wildness don't go. If you must speed, an area that provides habitat to endangered species is not place for you."

- "In Alaska moose and highways don't mix. Over 200 moose are killed annually in collisions with vehicles on that state's limited highway system- -like between Kenai and Homer. There are limited numbers of animals up against unlimited numbers of vehicles and inattentive drivers. We cannot afford to loose our wildlife anymore than we can afford to loose humans in such collisions. the loss"

- "LEAVE THE MOOSE-WILSON ROAD AS IS. I HAVE BEEN VISITING TETON AND YELLOWSTONE SINCE MID-1980s, and MOVED TO BOZEMAN MT TO HAVE NEARBY ACCESS TO THE PARKS. HARDLY ANY OF THE CHANGES SINCE MY FIRST VISIT IN MID-80s HAS MADE SENSE. DON'T COMPOUND THAT BY DEVELOPING MOOSE-WILSON RD INTO HIGH SPEED THOROUGHFARE FOR SPEED-OBSSESSED GAWKERS (THE SAME ONES THAT NOW MAKE AUTO TRAVEL ON THE GALLATIN CANYON HIGHWAY AN ACT TAKING YOUR LIFE IN YOUR HANDS.) IT WASN'T LIKE THIS WHEN I FIRST VISITED IN MID-1980S.

TETON AND YELLOWSTONE SHOULD BE MANAGED FOR A CONTEMPLATIVE AND NATURE-BASED EXPERIENCE. THAT MEANS KEEPING EVERYTHING ON THE SLOW-LANE AND AVOIDING 'FAST-LANE' MODERNIZING DEVELOPMENT INITIATIVES WHICH MAINLY DO NOTHING BUT DISTURB THE PEACE OF A TETON/YELLOWSTONE EXPERIENCE. YELLOWSTONE FACILITIES PRE-1990 SHOULD BE THE MODEL STRIVED FOR, WHICH WOULD INCLUDE AND BE BASED ON A SMALL SCALE VILLAGE-BASED SCALE THAT JOHN MUIR WOULD APPROVE. ALTHOUGH IT IS NOW 2014, AND WE CAN'T GO BACK IN TIME, WE SHOULD NEVERTHELESS ADOPT A SLOW-PACED AND LOW-TECH CONCEPTUAL MODEL FOR PROJECT INITIATIVES IN TETON AND YELLOWSTONE."

- "My family and I have for many years appreciated the Moose-Wilson road as a take-off point for

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

hikes and skis in a part of Grand Teton that doesn't get over-used. We hope the Park Service will preserve the low-traffic ambience of this area, not just for the pleasure of users, but for the protection of wildlife.

Like Yellowstone, there are parts of the park available to auto-oriented, densely-populated recreation. There is no need to expand this kind of use to the Moose-Wilson road area, which, thanks to the Rockefeller donation, now can disperse users with less impact. If anything, you might consider limiting the pass-through traffic of folks using this road as a short cut to Teton Village.

Even as an avid bicyclist, I agree with the following list of recommendations from the Sierra Club:

Neither the road nor its corridor should be widened..."

- "To pave a parking lot to contain 60 vehicles will do more to destroy the environment for wildlife. PLEASE don't let this happen.

I believe creating some turnouts for vehicles for wildlife viewing will vastly improve the safety and ease of passage for both man and wildlife."

- "Earlier this summer, I had the opportunity to spend time along the Moose-Wilson road and believe it should remain undeveloped and unimproved. Part of the beauty of this region is the lack of highways and four-lane roads in our National Parks. I like the slow speed limit and the fact that this road remains CLOSED during critical seasonal wildlife migration and the winter months."

- "Over development of wild habitat does nothing to enhance the enjoyment of the earth. Isn't that why we are here? Populating every place up to the brim with humanity will not provide a quality life for our children and grandchildren. Barreling along wildlife areas is a recipe for disaster for the animals that live there."

- "I agree completely with the statements below. I have enjoyed driving very slowly on the Moose-Wilson Road for many years. It is a treasure for wildlife viewing and makes the moose, the beavers and the bears available for viewing by small children and those seniors who can not hike any more. Those wetlands are rich with life and to be able to explore in peace and quiet is wonderful. Please preserve this for us."

- "The purpose of the road is to take people to areas that most likely would not be accessible otherwise, but it is not to allow more people beyond its capacity to these quiet places. It is not to speed-up the experience and to crowd the resource."

- "First I would like to say that I have over the last 41 years driven this road on occasion, and would like to keep it as it has been with few if any "improvements"."

- "A paved bike pathway would increase impacts to wildlife and should not be allowed. Indeed, this may ultimately cause conflicts with wild animals via bear attacks, etc. By controlling traffic volume, bicycles will be able to safely share the existing roadway while protecting natural resources and values. The Park Service should fully evaluate the feasibility of a park-managed public transit system, such as the one in Denali Park."

- "Moose Wilson is an important road in the Teton area. It's a beautiful peaceful drive and home to many

wildlife species. I love visiting this area and think the road is appropriate the way it is now."

- "It is your duty to protect Grand Teton National Park as a national treasure, and to protect its wildlife and wildlife habitat not to increase traffic."

- "This small stretch of road is a very important aspect of the wild life corridor through what is now an incredibly busy stretch of road. The only thing that will come of 'improving or widening" this stretch of road is an increase in vehicle traffic and the loss of a corridor that is at this point in time is a stretch where the wildlife has the ability to pass through without thousands of vehicles and people encroaching on the landscape."

- "We travel this road regularly for its current natural qualities. Please don't "improve" this road. We are happy with its backway character."

- "I have visited Grand Teton National Park almost every year over the past dozen years and am concerned about the possibility of further developing the Moose-Wilson Road."

- "Why fix what ain't broken! Please reconsider any new developments to this area. Keep the road and area as is. I am sure there are many other areas of the Park infrastructure that needs work/updating/improvements. This seems like a frivolous use of money as well as having negative impacts on the wildlife. Thank you for your consideration."

- "As a Glacier backcountry volunteer, this issue is extremely important to me."

- "This is important to our Montana family!"

- "In the last 14 years I have spent many days hiking through Teton Park and have climbed several of its tallest peaks, including the Grand and Middle Teton. But not every visitor is capable of getting into the heart of the park. The Moose-Wilson Road gives visitors a chance to see, from the safety of their cars, some of the largest and greatest of Teton Park's residents doing simple things like quietly feeding along the roadway. Please ensure that this very special small area of the park stays the same for all future visitors to enjoy."

- "Why is it that people who supposedly 'love' the wild places, always, eventually, want to pave the roads and construct buildings? This will only damage the wild place we GTNP and its inhabitants."

- "I have been visiting GTNP since 1971 and have lived in Jackson, WY, since 2001. I am against any further development of Moose-Wilson Road."

- "I believe we must keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been. Thank you for considering my comments.that whole area is already over developed! The traffic is horrible! This is supposed to be a place for wild life!"

- "One question. "Do you not think that the GREEDY element of the United States have destroyed enough NATURE?"

- "I've spent time in Grand Teton National Park since moving to Idaho five years ago. I've grown to love and appreciate the pristine untouched beauty of the area."

- "The first place we take visitors is a ride on this road. It gives a good intro to the back country and we always see wild life. Do not destroy this great experience."

- "Please, no more road 'improvements'. 'Improvement' here means degradation."

- "Living in neighboring Idaho, I have utilized this road several times. It provides a nonintrusive gateway to a magnificent natural panorama. To change the road from its present state to a more developed version would pose unacceptable risk of damage to a pristine area."

- "Please protect this wonderful park and the wildlife and nature within and around it! We can't lose this amazing place. It must be protected!"

- "I have lived in Teton County since 1991, and have greatly enjoyed our marvelous resources. I believe that this beautiful road should remain as it is today. My entire family is very active outdoors, (skiing, biking road/mnt, hiking, kayaking, etc...) we recognize and value the unique nature of this corridor. It is a jewel as is and should not be expanded."

- "The Moose-Wilson road passes through an area known for its diversity and abundance of wildlife, and the Park Service must give top priority to protecting wildlife and the outstanding wildlife habitat along the road corridor. The best way to do this is a challenge to figure out.

We drove on the road last week. It is unsafe for cars or bikes in its current condition. I like the idea of a bike path because that would help complete the grand loop. Folks are going to ride their bikes, so safety is important and it is definitely not safe the way it is now.

The plan for some days cars, some days bike, is a new model. I don't know how that would work, but definitely one to consider.

Mass transit for the entire park, a shuttle system, is also an excellent idea."

- "As residents of Teton County, we only too well understand the significance of this wildlife corridor. Grand Teton already suffers from an AJRPORT within it's small boundaries. Please do not allow the further degradation of this National Treasure."

- "Achieving long term resilience from connectivity of habitats, thus allowing genetic transference must be a key component to longterm management of regimes for America's wild places."

- "IF YOU DON'T PROTECT THIS AREA IT WILL BE RUINED FOREVER BY DE'/ELPMENT!!!!!!!!!!!!!! I!!!!!!!!!!!!!!II!!!!!!!!!!!!!!III!!!!!!!!!!!!!!II!!!!!!!!!!!!!!II!"

- "We would like to still be able to see the bears and wolves, but I don't believe making them easier to photograph by being closer is a good idea. With every death related to the bears in our national parks, it just isn't worth taking a chance by getting closer to the animals and being mauled or killed."

- "And please know that I do visit the park and I do not like traffic in Jackson, but I still wouldn't change how I feel about this subject. Thank you."

- "Protecting wildlife and wildlife habitat is the number one priority"

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2221

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/16/2014
Number of Signatures: 321 Form Letter: Master
Contains Request(s): No Type: Letter

Notes: This correspondence is a second master form letter from Sierra Club Wyoming Chapter. Dates on the letters from September 12 - 15, 2014. There were 321 form #2 correspondences; 305 of which were unmodified, 16 contained individual comments which have been typed below the master form correspondence text.

Correspondence Text

Subject: Protect our Wildlife in Grand Teton National Park

Dear Grand Teton National Park Superintendant David Vela,

Thank you for the opportunity to comment on how the Moose-Wilson road should be managed, and what kind of additional development, if any, should be permitted along the road corridor.

I urge you to protect Grand Teton National Park as a national treasure, and to give the very highest priority to protecting the natural resources and values for which it was established. The best way to protect wildlife and other natural resources along the Moose-Wilson road is to reduce traffic volume, reduce vehicle speeds, allow no net increase of pavement within the corridor, and permit no increase in habitat disturbance or fragmentation.

Specific strategies I support include:

- Keep the unpaved section unpaved
- Reduce speed limits
- Reduce traffic volume by stopping through motorized traffic while maintaining access to LSR Preserve, Death Canyon, and Granite Canyon trailhead
- Prohibit non-permitted commercial traffic, including taxis
- Realign two northern road segments, maintaining historic width and character, to protect critical

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

wildlife habitat

- Maintain traditional non-motorized winter access, without mechanical grooming
- Provide park-managed public transit

Specific strategies I oppose, and why:

- No action - severe impacts to wildlife and natural resources
- Separated multi-use or bike pathway - severe impacts to wildlife and natural resources
- Reducing traffic volume by reservation system, vehicle numbers & timing restrictions - too complicated and confusing to visitors

Road realignments on the northern end will protect wildlife and should be pursued. Curtailing through traffic at the Laurance S. Rockefeller Preserve and disallowing commercial traffic would control traffic volume and should be pursued. A paved bike pathway would increase impacts to wildlife and should not be allowed. By controlling traffic volume, bicycles will be able to safely share the existing roadway while protecting natural resources and values. The Park Service should fully evaluate the feasibility of a park-managed public transit system.

I believe we must keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been. Thank you for considering my comments.

Sincerely,

Below are the modifications 16 individual commenters made to master form #2.

- "I live 90 miles from the north end of Yellowstone Park along highway 89 - speeds up to 70 mph. Many deaths of wildlife and vehicle accidents occur just after leaving Gardiner, MT. The MT Dept. of Transportation is looking into why these accidents are so frequent. Some of us are of the opinion that state highways and all roads leading into and exiting our National Parks should have reduced speed limits to protect wildlife who don't respect boundaries and making it so vacationers are safer. It should be apparent that the Moose-Wilson Rd. should also fit the category of Slow Down for wildlife. Thank you for considering my comments."

- " - Provide park-managed public transit. This is absolutely necessary if private motorized traffic is not allowed.

Specific strategies I oppose, and why:

- No action - severe impacts to wildlife and natural resources
- Separated multi-use or bike pathway - severe impacts to wildlife and natural resources. In addition, bike riding on a separate path would increase the chances of injurious encounters with wildlife, both for riders and for the wildlife, especially if children ride through this area, as many advocates are suggesting. There are plenty of bike paths, and more to come, elsewhere in the valley.

I believe this is an area of the Park where preservation should supersede other activities."

- "Keep life simple and special; don't commoditize our natural God given gift!"

- "I realize that economics drives the issue of upgrading the road and the addition of the bike path, nothing could be farther from protecting what our visitors come to experience. There is no long range benefit to the upgrade and in my personal opinion the funds required for these up grades to the road would be much better spent on the park's cultural resources and interpretation programs not to mention employee housing. This is a case of how does the visitor and staff better benefit.

I am not a biologist by any stretch but the impact on the wild populations would be detrimental not to mention the opportunity for catastrophic encounters with wildlife present on the road. You know me and you are well aware of my passion for the National Park Service and our mission, key being to do no harm and to preserve for our future generations. As mentioned above, this jewel has so many wonderful cultural resources and programs that would provide so much more to our visitor experience, I can not imagine one more intrusion upon that experience.

We are friends and you are a good man but I am just one voice in a crowd of many, please redirect the funding for something that will provide a positive legacy to an already stellar career. If the funding is strictly based on this road upgrade, drop it. This park has never been about the few it is about and for all of us, those who wear the green and gray and those that do not."

- "Please hear our voices to protect our beloved wildlife."

- "I have watched the development of the Jackson Hole area for all my life, of nearly 60 years, and I am deeply worried that any further development will severely disrupt the fragile ecosystem we cherish. Please choose wisely when considering such proposals, as future generations depend on wise decisions made today."

- "Please let WILDLIFE PROTECTION, PRESERVATION AND KEEPING THE PRISTINE CONDITIONS OF THE PARK BE OUR FIRST PRIORITIES."

- "Grand Teton National Park provides ample opportunity for a vast array of recreational activities.. It also serves the driving public, giving millions of visitors a once in lifetime chance to see our unique wildlife and natural beauty not found anywhere else in the world. The Moose Wilson road needs to be kept as special and unique as it was in 1971 when I a young girl, visiting for the first time. Please consider the fact you now have the opportunity to keep this little slice of wildness preserved for generations of young visitors to come."

- "You need look no further for an example than Glacier National Park and the Pollbridge area. People love that backwoods feel in this modern time."

- "I do not support bicycle traffic on this road at all. I do support biking as a recreational activity in scenic areas. I believe that bicyclists should be encouraged to co recreate on pathways that would be and are in areas that are not within critical habitats."

- "I have traveled this road and enjoyed its special character because of the lack of development. We saw moose and other wildlife - - any vehicles who drive this road need to do so slowly so as not to adversely impact any animals. Paving it would be disastrous, as would be the addition of a bike path."

- "As a former serious cyclist, I am aghast at how ignorant so many cyclists are now about rules of the road and courtesies. If that's prevalent even on bike paths in town, imagine what may happen in wildlife habitat. Don't do this!"

- "It is critical to protect true wilderness and all the wildlife in our country."
- "Grand Teton National Park should be left [sic] natural with less development as possible."
- "THE MOOSE/WILSON ROAD IS FINE AS IT IS."
- "I lived for many years in Jackson, WY (now live, not too far away, in Idaho). I have traveled Moose-Wilson road many times. Only thing to do is to make necessary safety repairs and lower the speed limits. It's a very scenic and educational drive at a proper, slow, speed

End or severely limit snowmobiles. If snowmobiles are allowed on designated trails ONLY with park supervision. Heavy fines and confiscation of property for unauthorized travel."

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2222

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent letter that arrived with packages of Sierra Club Wyoming Chapter form letter # 1.

Correspondence Text

I have personally driven the Moose-Wilson road many times and have enjoyed the slow, back country experience of this trip. Wildlife is abundant. This road is a treasure and should not be upgraded. A paved bicycle path should not be added. This is a road to be slowly savored, with time taken to enjoy the variety of vegetation, ponds, and critters. This is not a place for those who think they need to get from here to there as quickly as possible. This road offers a unique, accessible, view into the wilderness for people who may not have the ability to hike into the back country.

Thank you for this opportunity to comment.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2223**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/19/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

September 14, 2014

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

I am fully supportive of William Resor's Alternative D2. Alternative D2 is much superior to Alternative D, which is the only one of the four offered alternatives that I found even modestly acceptable.

Sincerely,

Steven A. Denning

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2224

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence letter that arrived in a package of Sierra Club Wyoming Chapter form letters (#1).

Correspondence Text

Thank you for the opportunity to comment on how the Moose-Wilson road should be managed, and what kind of additional development should be permitted along the road corridor.

I ask you, first and foremost, to open the Grand Teton National Park as a national treasure. This world-renowned national park must be accessible to everyone, including our disabled citizens.

The Moose-Wilson road passes through an area known for its diversity and abundance of wildlife, and the Park Service must give top priority to opening access to ALL citizens along the road corridor. The best way to do this is to enlarge, widen, provide vehicle turnouts and wheelchair access.

Both the road and its corridor should be widened and improved, and the unpaved section should be paved. A paved bike pathway would be an excellent resource and encouraged.

I believe we must keep this part of Grand Teton National Park as accessible to ALL citizens as possible. It is a shame to prevent some from enjoying this beautiful, peaceful, and scenic treasure. Thank you for considering my comments.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2225

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence letter that arrived in a package of Sierra Club Wyoming Chapter form (#1) letters.

Correspondence Text

Dear Grand Teton National Park Superintendent David Vela,

Thank you for the opportunity to comment on the Moose-Wilson road.

One of the beauties about this road - THE thing that makes it special - is that it exactly like it was 40 years ago, the first time I drove it. Please don't change that. Let future generations experience something that hasn't changed, that hasn't been "improved," that hasn't been modernized.

I visited the Tetons this past summer and traveled the Moose-Wilson Road for the first time in 8 years. There is no doubt that it had a very high volume of traffic and that volume and the resulting dust did distract from the experience a bit, but I think widening and paving and adding bike lanes would distract from the experience far, far more and destroy the character of the corridor.

There really is nothing man could do to improve this corridor. Leave it as it is. We don't have to pave everything! Really, we don't. The very notion that the Park Service would widen or change the corridor and call it an "improvement" really needs to be examined, because destroying part of the environment in the corridor will not improve it.

While I enjoy being able to drive my own personal vehicle down the road at the time I chose, I could agree that a system of small, roomy shuttle busses could provide pretty much the same experience. Shuttles and bikes would be the only vehicles allowed on the unpaved road. The shuttles would be free and would

leave the parking lots at each end every 15 minutes and stay spaced at least 5 minutes away from one another. Shuttles would be allowed to stop for wildlife viewing however.

Grand Teton National Park is a national treasure and I know the Park Service is dedicated to protecting the natural resources and its values for the benefit of all Americans. Protecting the natural resources along the Moose-Wilson road corridor as well as the road itself is as important as protecting any other part of the park. You would not consider putting a coat of paint on the Cunningham Cabin in order to brighten the place up a bit. Treat the road the same - preserve its history.

Thank you for considering my comments.

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2226**

Author Information

Keep Private: No
Name: Ann Wilson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Wilson, WY 83014-8414
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/15/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence letter that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Dear Grand Teton National Park Superintendant David Vela,

Please do NOT put a bike path along the current road which has been closed the past few days due to grizzlies feeding. The bikers have a path all the way in the Park now., protect the scenic values and wildlife!!!

Sincerely,

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2227**

Author Information

Keep Private: No
Name: Patricia Bradley
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Twin Bridges, MT 59754-9602
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence letter that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Dear Grand Teton National Park Superintendant David Vela,

I visit my grandchildren in Jackson and Victor often. I take the local weekly Jackson newspaper. The myriad problems with the whole of the Jackson WY area are disturbing and astounding. The very thing that made this area attractive to humans is the wildlife and scenic beauty. Today, the thing that makes it unattractive is the exploitation by people who put financial gain first.

The premier wildlife habitat along the Moose-Jackson road must not be violated. ESPECIALLY by those who advocate broadly widening the road so the occupants of Teton village can get to the Jackson airport without taking the slightly longer route. This is abominable meritocracy.

Please do not even think of taking away this great wildlife corridor that allows all people to experience the safety and viewing opportunities in seeing the only Jackson area as it once was and should remain. Just read the newspaper there to see how overrun development has ruined the city and its suburbs.

There is no - - absolutely no - reason to ruin more of that lovely area than people already have. Please do not develop. Thank you

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2228

Author Information

Keep Private: No
Name: Frederick Johnson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Driggs, ID 83422-0503
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence that arrived with in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Dear Grand Teton National Park Superintendant David Vela,

Pave it please. My fellow Sierra Clubs are correct that the beauty, serenity, the wildlife should all be protected, but having a hell hole of a road fails at that. Who can enjoy any of those values when everyone is fully concentrating on dodging monster potholes and swerving vehicles? Then if you get a chance to look up, through the miasma of dust you get to see dust covered trees and brush. As a dirt road it is very unsafe for pedestrians and bike riders and is not an inviting habitat for wildlife as they are well aware of the vehicle traffic and do not relish dust covered vegetation for food. With proper design, enforced low speed limits and traffic calming features, a paved road should not be more of a danger to wildlife.

I too believe we must keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been. A well executed paved road will do just that. Thank you for considering my comments.

Sincerely,

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2229**

Author Information

Keep Private: No
Name: Michele Irwin
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Green River, WY 82935-0010
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Dear Grand Teton National Park Superintendant David Vela,

Thank you for the opportunity to comment on how the Moose-Wilson road should be managed.

In short - leave it as it is!

Thank you.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2230

Author Information

Keep Private: No
Name: Becky Cox
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Missoula, MT 59802-2141
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Dear Grand Teton National Park Superintendent David Vela,

Thank you for the opportunity to comment on the Moose-Wilson road.

I urge you to leave the road and the road corridor as it is. Please do not widen or pave it and please, please do not add bike lanes.

If the road has become too congested, and my own recent experiences there suggest that perhaps it has become too busy, I suggest the Park Service consider possibilities other than widening and paving.

1) Consider making the road one-way. At least during the peak visitation months. I know this would cause inconvenience for some, but because the road has become so busy, it is would probably cause no more inconvenience than is experienced now. The one-way road would probably receive less traffic than it does now and it would have a better flow and less dust.

2) Consider not allowing any commercial traffic whatsoever.

3) Consider creating a free public transit system to carry folks through the corridor. Use small buses that are easy to get into and out of that don't crowd people. Perhaps look at the small busses they use in Glacier National Park. Have these busses operate from a parking lot at each end of the road. The busses could travel the road in both directions at a slow enough speed to look for wildlife and to enjoy the scenery. The busses ideally would maintain some sort of separation so that one doesn't have the feeling

of being on a dusty train. The busses would leave the parking lots every 15 or 20 minutes during the busy times of the day. No cars would be allowed on the road.

A public transit system like this for the Moose-Wilson road might also help in situations like when the Park Service needs to close the road because bears are using the corridor. Depending on where the bears are, it might be possible to keep the road open if people were traveling by bus. They would have the opportunity to view the bears which they don't have with road closures, and the bears would be protected and undisturbed because the people would not be out of their vehicles or approaching the bears too closely.

As always, I appreciate all that you do to preserve and protect Grand Teton National Park. It truly is a national treasure. In addition to the incredible, breath-taking scenery and the wildlife, Grand Teton National Park has done an outstanding job of preserving history. Like many of the historical buildings in the park and surrounding area, the Moose-Wilson Road has its own historical character. I urge the Park Service to not change that historical character. Please do not widen or pave or add bike lanes to the road. Please keep it as a small, partially unpaved, narrow, winding road that takes us through a beautiful place and reminds us of our past.

Thank you for considering my comments.

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2231

Author Information

Keep Private: No
Name: Judith Blackbird
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Boise, ID 83706-5447
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Dear Grand Teton National Park Superintendent David Vela,

Do not think that I just sign things without having some knowledge. In Fact, I was married to a forester for the Forest Service in Oregon. In those days the Forest Service built dirt logging roads all over the forest trying to meet Richard Nixon's demands for an enormous timber but. You could walk up a hill, not a mountain and walk across 4 dirt roads. Those roads allowed everyone into way too much of the forest. That frightened the wildlife with a lot of noise from 4 wheel drive trucks and dirt bikes. It became my husband passion at the time to close as many of those roads as possible. It was a little easier because they were still dirt.

Don't built a road into a pristine area. The wildlife will be horribly harmed as it was in the forest my husband worked in. Put a road into an area with precious bears and there will be conflict between people and bears. An outrage wanted bad bears shot will come because we love our guns so much in this country. We must keep as much pristine wild area in this country as we possibly can. This park is a public trust. All of the public owns it and that included poor city people who can not even get there yet.

Your job is tough! Don't give in! Keep to the mission!

Sincerely,

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2232**

Author Information

Keep Private: No
Name: Jane Beattie
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ketchum, ID 83340-1434
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Dear Grand Teton National Park Superintendant David Vela,

Please protect nearby Grand Teton National Park wildlife and wildlife habitat.

Give top priority to protecting wildlife and wildlife habitat along the Moose=Wilson road corridor by reducing traffic volume and keeping the road as it is now: small, narrow, winding, and slow-speed.

Please keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been.

Sincerely,

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2233

Author Information

Keep Private: No
Name: Alan Sachanowski
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Emigrant, MT 59027
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/08/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

I doubt that I can state this any better than the message that was already written by the Sierra Club, but I felt that it was important to put it in my own words.

I live in Montana, north of Yellowstone National Park. I visit the Tetons at least once or twice a year, so I am very familiar with the Moose Wilson Road. It is a very special place, both to visitors and to a variety of wildlife. There are few places, if any, in the Yellowstone Ecosystem that can even begin to rival it I am aware of the traffic difficulties that this road can have at certain times of the year, but destroying the unique character of the road by widening it, creating bike lanes etc. cannot, and should not, be the answer. I would much rather see other forms of traffic control, such as making it one way during the busy time of the year. Please, please, please, think long and hard before altering what is a very special place for visitors, and an extremely important place for wildlife. It is so rare to find such a place in the lower forty eight. It is worth protecting. Thank you for taking the time to read my comment.

Sincerely,
Alan Sachanowski

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2234

Author Information

Keep Private: No
Name: James H. Emerson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Helena, MT 59624
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/10/2014 Date Received: 09/11/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Thank you for the opportunity to comment on how the Moose-Wilson road should be managed, and what kind of additional development, if any, should be permitted along the road corridor.

Please don't Over develop I think the bikepath is not a good idea, As this road is a great place to mountain bike just the way it is. I think maybe a few more pullouts to deliver a scenic view available be okay. I ask you, first and foremost, to protect Grand Teton National Park as a national treasure, and to protect its wildlife and wildlife habitat. This world-renowned national park must be managed to protect the natural resources and values for which it was established, for the benefit of all Americans who own it.

The Moose-Wilson road passes through an area known for its diversity and abundance of wildlife, and the Park Service must give top priority to protecting wildlife and the outstanding wildlife habitat along the road corridor. The best way to do this is to reduce traffic volume and keep the road the way it is now: small, narrow, winding, and slow-speed.

Neither the road nor its corridor should be widened or improved, and the unpaved section should remain unpaved. Road realignments on the northern end will protect wildlife and should be pursued. Curtailing through traffic at the Laurance S. Rockefeller Preserve and disallowing commercial traffic would control traffic volume and should be pursued. A paved bike pathway would increase impacts to wildlife and should not be allowed. By controlling traffic volume, bicycles will be able to safely share the existing roadway while protecting natural resources and values. The Park Service should fully evaluate the feasibility of a park-managed public transit system.

I believe we must keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been. Thank you for considering my comments.

Sincerely,
James H. Emerson

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2235

Author Information

Keep Private: No
Name: Linda Healow
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Billings, MT 59101
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Thank you for the opportunity to comment on how the Moose-Wilson road should be managed, and what kind of additional development, if any, should be permitted along the road corridor.

I'm a Montana resident and spend weekends with family in Grand Teton National Park. I have for 40 years. Please leave the Moose-Wilson road as is. We have never minded taking it slow viewing the scenery and animals. This road has a charm that will be lost if it is paved. I want my grandchildren to enjoy the habitat as it is, without change.

I was most sad to see the construction taking place on the road near Norris in Yellowstone National Park when I drove through on Labor Day weekend. The widening and grading will permanently alter the habitat there. Rather than building bigger highways, I think it would be better to focus on encouraging different transit opportunities in the park.

I urge you to protect Grand Teton National Park as a national treasure, and to give the very highest priority to protecting the natural resources and values for which it was established. The best way to protect wildlife and other natural resources along the Moose-Wilson road is to reduce traffic volume, reduce vehicle speeds, allow no net increase of pavement within the corridor, and permit no increase in habitat disturbance or fragmentation.

Specific strategies I support include:
- Keep the unpaved section unpaved

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

- Reduce speed limits
- Reduce traffic volume by stopping through motorized traffic while maintaining access to LSR Preserve, Death Canyon, and Granite Canyon trailhead
- Prohibit non-permitted commercial traffic, including taxis
- Realign two northern road segments, maintaining historic width and character, to protect critical wildlife habitat
- Maintain traditional non-motorized winter access, without mechanical grooming
- Provide park-managed public transit

Specific strategies I oppose, and why:

- No action - severe impacts to wildlife and natural resources
- Separated multi-use or bike pathway - severe impacts to wildlife and natural resources
- Reducing traffic volume by reservation system, vehicle numbers & timing restrictions - too complicated and confusing to visitors

Road realignments on the northern end will protect wildlife and should be pursued. Curtailing through traffic at the Laurance S. Rockefeller Preserve and disallowing commercial traffic would control traffic volume and should be pursued. A paved bike pathway would increase impacts to wildlife and should not be allowed. By controlling traffic volume, bicycles will be able to safely share the existing roadway while protecting natural resources and values. The Park Service should fully evaluate the feasibility of a park-managed public transit system.

I believe we must keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been. Thank you for considering my comments.

Sincerely,
Linda Healow

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2236**

Author Information

Keep Private: No
Name: Beatrice van Roijen
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Wilson, WY 83014
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Please don't pave anymore surfaces., or permit a separate bike path. Leave the road alone don't reconstruct it as it will destroy the habit.
No commercial vehicles... One way for am and other for pm...
Don't connect it to the main part of the park... leave the road alone.
No buses either. Thanks

Sincerely,
Beatrice van Roijen

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2237**

Author Information

Keep Private: No
Name: Erin Hauge
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Sacramento, CA 98514
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/12/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Protect the magic of the Moose-Wilson Road! Do not give in to demands to increase through-traffic on this incredible scenic thoroughfare. It will infringe on valuable habitat and reduce the visitor experience in this premier area of the Park.

You have an amazing opportunity to protect and preserve the wildlife, scenic, cultural, and backcountry values of this treasure of Grand Teton National Park for generations to come.

Please protect Grand Teton National Park and to give the very highest priority to protecting the natural resources and values for which it was established. This includes protecting the Moose-Wilson Road. The best way to protect wildlife and other natural resources along the Moose-Wilson road is to reduce traffic volume, reduce vehicle speeds, allow no net increase of pavement within the corridor, and permit no increase in habitat disturbance or fragmentation.

Please keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been so that those who come after us will be able to experience this National Park in the peace and beauty of its original inception.

Thank you for your consideration.

Sincerely,

Erin Hauge

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2238**

Author Information

Keep Private: No
Name: Jay and Kathy Puckett
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Laramie, WY 82070
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Please keep the Moose-Wilson road similar to it is. We have many high-speed roads in the Park. I always make a point to travel M-W road whenever I an near Jackson. It is an important part of the Park's environment.

Sincerely,
Jay And Kathy Puckett

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2239**

Author Information

Keep Private: No
Name: Barbara Geller
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Bozeman, MT 57918
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Thank you for the opportunity to comment on how the Moose-Wilson road should be managed, and what kind of additional development, if any, should be permitted along the road corridor.

My husband and I drove this road last Sunday. Most of it is delightful, except that about 2 miles is in terrible shape and needs to be paved.

I'd also like to see the bike path continued north through this territory as bikes have less detrimental effect on wildlife and have beneficial impacts on human health. This narrow road would be treacherous to bike. Separate bikeways are a great idea.

Beyond that, I think additional development in that corridor should not be allowed.

Sincerely,
Barbara Geller

**PEPC Project ID: 48252, DocumentID: 60898
Correspondence: 2240**

Author Information

Keep Private: No
Name: Jalan Crossland
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Ten Sleep, WY 82442
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Yes, develop the Moose/Wilson road! And build a mall on top of Grand Teton while you're at it!

Sincerely,
Jalan Crossland

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2241

Author Information

Keep Private: No
Name: Bianca Thomas
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Moran, WY 83013
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/13/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

As someone who frequented grand Teton since year 1979 and finally took residence in town of Jackson I strongly urge officials of grand Teton to shut down MOOSE WILSON RD to private vehicles and bring in SHUTTLE service .something like DENALI Alaska .when moose Wilson was closed first time I suggested shuttle thenshuttle is way to go

Not only park will benefit from fee but animals will have freedom and peace
I have no words to write a book here but rather to say to the point
...

It is for BENEFIT of WILDLIFE
Thank you for listening
I am all for wildlife

Sincerely,
Bianca Thomas

PEPC Project ID: 48252, DocumentID: 60898 Correspondence: 2242

Author Information

Keep Private: No
Name: Lisa Robertson
Organization:
Organization Type: I - Unaffiliated Individual
Address: [REDACTED]
Jackson, WY 83002
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 09/14/2014 Date Received: 09/16/2014
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter

Notes: This is an independent correspondence that arrived in a package of Sierra Club Wyoming Chapter form letters.

Correspondence Text

Thank you for the opportunity to comment on how the Moose-Wilson road should be managed, and what kind of additional development, if any, should be permitted along the road corridor.

I live near this amazing wild corridor, and believe that we should remove the pavement, and RESTORE this area to its natural dirt roads. Our community wants to develop this treasure for its own benefit,, without considering that this is the last remaining wild areas of this tiny GTNP. Please consider protecting this area for all things wild, and for the humans who crave it! Thank you!

Specific strategies I oppose, and why:

- No action - severe impacts to wildlife and natural resources
- Separated multi-use or bike pathway - severe impacts to wildlife and natural resources
- Reducing traffic volume by reservation system, vehicle numbers & timing restrictions - too complicated and confusing to visitors

Road realignments on the northern end will protect wildlife and should be pursued. Curtailing through traffic at the Laurance S. Rockefeller Preserve and disallowing commercial traffic would control traffic volume and should be pursued. A paved bike pathway would increase impacts to wildlife and should not be allowed. By controlling traffic volume, bicycles will be able to safely share the existing roadway while protecting natural resources and values. The Park Service should fully evaluate the feasibility of a park-managed public transit system.

I believe we must keep this part of Grand Teton National Park as beautiful, peaceful, and scenic as it has always been. Thank you for considering my comments.

Sincerely,
Lisa Robertson

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