



Moose-Wilson Corridor Comprehensive Management Plan

Preliminary Alternatives Open House

- » Your input on the preliminary alternatives is essential at this stage of the planning process.
- » Please note that these alternatives are still conceptual. A preferred alternative has not been identified nor have any potential impacts been analyzed.
- » When the preliminary alternatives are fully developed, one could be selected as the preferred alternative, or a new alternative could emerge that combines elements from some or all of the preliminary alternatives.
- » The alternatives in their final form will be analyzed as the plan continues to be developed.



Why is a Comprehensive Plan Needed for Moose-Wilson Corridor?

The **overarching purpose** of the plan is to establish a long-term vision for the future management of this remarkable area of Grand Teton National Park. The **need** for the plan is to take a comprehensive look at certain issues and the effects of those issues on significant national park resources and values: "... 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."

- Wildlife viewing opportunities have been a special part of the experience for many visitors to the Moose-Wilson corridor, but notable increases in potentially dangerous wildlife have been observed. Species in the area now include grizzly bears as well as moose and black bears.
- Increased motor vehicle and bicycle traffic has complicated the management of these species and has raised concerns regarding increased interaction between humans and wildlife.
- Strategies are needed to manage increasing traffic volumes to ensure visitor safety and quality of experience, and to avoid impacts to wildlife, ecological communities, historic character, and other fundamental resources and values.
- Visitor facilities and trails within the Laurance S. Rockefeller (LSR) Preserve have been transferred from private ownership to the National Park Service and are now open to the public.

What are Alternatives and How are They Developed?

The National Park Service is required to examine a **full range of reasonable alternatives** when developing a comprehensive management plan.

- Reasonable alternatives propose different ways to fulfill the purpose and need of the plan, while minimizing impacts to national park resources. Reasonable alternatives are also economically and technically feasible and evidence common sense.
- The process being used to develop the range of preliminary alternatives incorporates public input received during scoping for this planning effort. The National Park Service received more than 1,000 correspondences from individuals and organizations in more than 30 states, expressing a wide range of ideas for future management. Many of these ideas have been used to help develop the range of preliminary alternatives.
- Scoping comments also demonstrated that there is general consensus across a wide range of stakeholders for protection of the park's fundamental resources and values. In developing the preliminary alternatives, the planning team considered management goals and desired conditions for the park's fundamental resources and values located within the corridor. Each alternative includes a set of management strategies that address the goals and desired conditions, but also allow for variation among the alternatives.



Goals and Desired Conditions



Goal Statements	Desired Conditions	
Preserve the exceptional variety of scenery and wildlife viewing opportunities within the Moose-Wilson corridor.	<ul style="list-style-type: none">All developments and uses are harmonious with the natural and historic character of the Moose-Wilson corridor.	<ul style="list-style-type: none">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.

Geologic Processes



Goal Statements	Desired Conditions	
Allow for natural geologic forces to continue to shape the dynamic landscapes of the Moose-Wilson corridor.	<ul style="list-style-type: none">Geologic features of the corridor are not diminished by developments and continue to provide visitors with a glimpse into the seismic and geomorphic processes of the region.	

Ecological Communities and Wildlife



Goal Statements	Desired Conditions	
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.	<ul style="list-style-type: none">Ecological integrity and processes, including natural changes and disturbances, remain unimpeded.Individual species and plant and wildlife communities function at natural levels of diversity, distribution, and complexity with little human disturbance.	<ul style="list-style-type: none">Ecosystems, habitats, and native species impacted by human activities are restored to their natural abundance, diversity, and distribution.Sensitive habitats and dynamic areas (and associated / interconnected resources) that are prone to natural disturbances are void of and buffered from future development.

Aquatic Resources



Goal Statements	Desired Conditions	
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. Maintain and protect the diverse native aquatic communities and species that rely on the hydrologic features within the Moose-Wilson corridor.	<ul style="list-style-type: none">The natural processes that connect the hydrologic features in the Moose-Wilson corridor are unhindered by park use and management, resulting in the natural evolution of these features.The effects of climate change are identified and mitigated to the greatest extent possible, recognizing that hydrologic processes have been altered within this area.The physical, chemical, and hydrological properties of the Snake River, its tributary streams, ponds, and Phelps Lake reflect natural water quality conditions that meet or exceed applicable water quality standards.	<ul style="list-style-type: none">The aquatic habitat in the corridor (and aquatic communities and species that rely on aquatic habitat) possess a diversity and condition that reflect natural levels with little human disturbance.The aquatic resources impacted by human activities are managed to help maintain and restore their natural condition, abundance, diversity, and distribution.

Cultural History and Resources



Goal Statements	Desired Conditions	
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.	<ul style="list-style-type: none">The integrity of cultural resources (historical, archeological, and ethnographic) is safeguarded to preserve significant attributes and uses that contribute to historical significance.Cultural resources that hold particular meaning to the human history of the corridor or with traditionally associated tribes, people, and groups are fully understood, managed in a sensitive manner and interpreted where appropriate.	<ul style="list-style-type: none">To the greatest extent possible, management actions regarding National Register of Historic Places-eligible or -listed properties would not degrade their historic integrity or significance.

Natural Soundscapes and Acoustic Resources



Goal Statements	Desired Conditions	
Preserve and restore the natural soundscapes and acoustic resources within the Moose-Wilson corridor project area.	<ul style="list-style-type: none">Visitors are provided the opportunity to understand and appreciate the importance of natural soundscapes and acoustic resources of the Moose-Wilson corridor.Noise levels that interfere with conversation or interpretive programs rarely occur and are of limited duration, except in high visitor use areas or adjacent to travel corridors.Only natural sounds are audible, except for short duration, with infrequent human-caused sounds in wilderness and other backcountry areas.	<ul style="list-style-type: none">The integrity of natural soundscapes and acoustic resources are not diminished by noise from visitor activity and traffic along the road.Noise levels that mask important auditory signals or otherwise affect wildlife behavior are uncommon and limited to locations near roads and high visitor use areas.

Visitor Experience in an Outstanding Natural Environment



Goal Statements	Desired Conditions	
Provide meaningful opportunities to experience and enjoy the rustic character and diverse ecosystems of the Moose-Wilson corridor.	<ul style="list-style-type: none">Visitors enjoy the scenic and rustic character of the corridor through experiences that are unhurried, relaxed, uncongested, and intimate. Conflicts between visitors and their various activities are few.Moose-Wilson Road provides access to the distinct experiences of the road and places within the corridor, including Laurance S. Rockefeller (LSR) Preserve, Phelps Lake, Granite and Death Canyons, the historic districts of White Grass Ranch and Murie Ranch, and the Snake River.The level of development is the minimum necessary to provide a desired visitor experience while protecting the scenery, wildlife, and rustic qualities of the Moose-Wilson corridor.	<ul style="list-style-type: none">The experience of visitors to the LSR Preserve is consistent with the terms of the conservation easement and property management plan. Management of the entire corridor and actions taken by the NPS are also consistent with those requirements, whether occurring within or outside of the LSR Preserve.Opportunities are available for visitors to safely enjoy the area and its resources through a variety of appropriate activities, consistent with their own skills, abilities, and experience. Information is available to visitors to help them make informed decisions about how to safely enjoy the park.



Alternative A (No Action)

Concept

This alternative represents the continuation of current management practices related to natural and cultural resources, visitor use, traffic and transportation, operations, and maintenance of roads, trails, and facilities within the Moose-Wilson corridor.

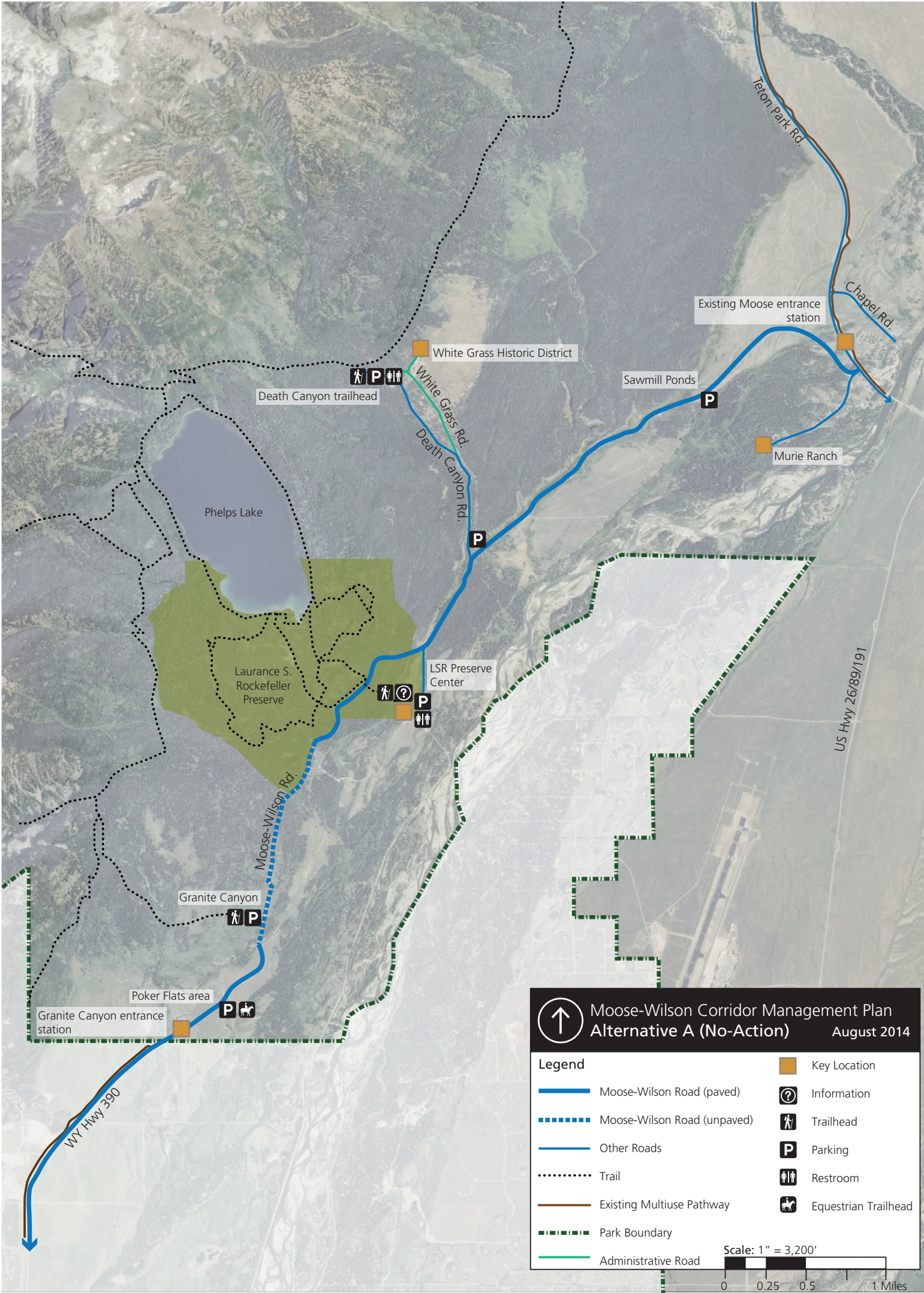
Please note the following description of the no-action alternative is only a subset of current management practices. **The no-action alternative is used to compare specific management strategies that are proposed in the action alternatives.**



Alternative A (No Action)		
Traffic Management along Moose-Wilson Road	<ul style="list-style-type: none">The road would continue to provide two-way travel between Moose and the Granite Canyon Entrance in the same manner as the existing conditions.The Moose-Wilson Road would be open to motor vehicle use from early/mid-May through October 31.	
Physical Characteristics of Moose-Wilson Road	<ul style="list-style-type: none">The road would be retained in its existing alignment and width.The unpaved portion of the road would remain unpaved.	
Moose-Wilson Road Realignment	<ul style="list-style-type: none">There would be no realignment of Moose-Wilson Road.	
Turnouts and Parking	<ul style="list-style-type: none">Parking lots and turnouts would generally remain their current size and the same locations. Changes would be addressed on a case-by-case basis.	
Bicycle Use	<ul style="list-style-type: none">Bicycles would continue to be allowed on roads and parking areas and not allowed on trails.During seasonal periods when the road is closed to motor vehicles, bicycles would continue to be permitted to use the road when it is free of snow and ice.	
Commercial Activity	<ul style="list-style-type: none">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.	
Death Canyon	<ul style="list-style-type: none">The unpaved section of the road would be maintained at current standards.The trailhead parking area would be maintained in its current configuration.Visitors would continue to be allowed to park in user-created parking areas along the unpaved portion of the road.	
Winter Access and Use	<ul style="list-style-type: none">The unpaved section of Moose-Wilson Road would continue to extend from the Death Canyon Road junction to Granite Canyon trailhead.Northern winter parking would occur at an unimproved parking area north of the Death Canyon Road junction.Moose-Wilson Road would not be groomed for winter recreation activities.	
Visitor Use and Experience / Education and Interpretation	<ul style="list-style-type: none">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.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.Backcountry patrols would continue to monitor hiker and backpacker compliance with regulations and visitor use counters would monitor use at trailheads.	



Alternative A (No Action)





Preliminary Alternative B

Concept

This concept emphasizes the corridor as a visitor destination. Reduced crowding on Moose-Wilson Road and at destinations within the corridor would provide visitors an opportunity for self-discovery. Existing development areas and facilities would be maintained where appropriate and removed or relocated in some areas to protect natural resources and processes. Ecological processes and values would be protected and restored throughout the Moose-Wilson corridor.

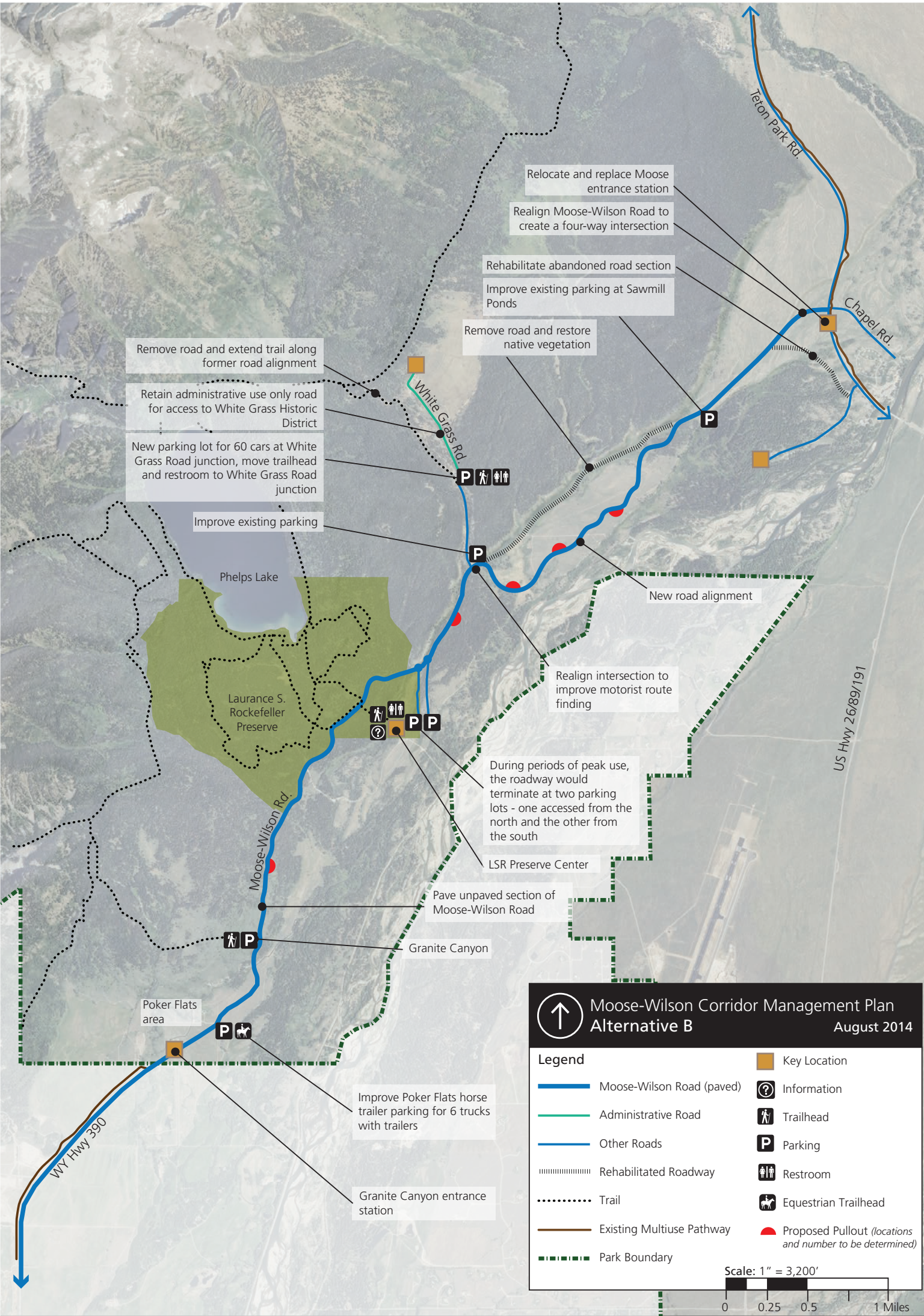
Key Elements

1. Realign two segments of the northern portion of the Moose-Wilson Road to address congestion associated with the presence of wildlife, wildlife habitat connectivity, and operational issues.
2. Improve the unpaved segment of Moose-Wilson Road south of the LSR Preserve by paving it and defining its width to be consistent with the rest of the road.
3. Address increases in traffic and volume-related congestion by restricting through-traffic in either direction beyond the LSR Preserve Center during certain peak periods. This would be accomplished by reconfiguring access to and parking at the LSR Preserve, and 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 to visit destinations within the corridor at those times. Through travel by bicycles would not be affected, and the road would continue to be open to motor vehicle through-traffic at all other times.

Alternative B		
Traffic Management along Moose-Wilson Road	<ul style="list-style-type: none">• 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.• Moose-Wilson Road would be open to motor vehicles from early/ mid-May through October 31.• Reduce speed limits along Moose-Wilson Road.	<ul style="list-style-type: none">• Adaptive Strategy: Address increases in traffic and volume-related congestion by restricting through-traffic in either direction beyond the LSR Preserve Center during certain peak periods. This would be accomplished by reconfiguring access to and parking at the LSR Preserve, and 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. Through-travel by bicycles would not be affected, and the road would continue to be open to motor vehicle through-traffic at all other times.
Physical Characteristics of Moose-Wilson Road	<ul style="list-style-type: none">• The existing, unpaved section of 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.	
Moose-Wilson Road Realignment	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• The new road segments would be constructed to emulate the slow-speed, narrow, winding character of the road corridor.
Turnouts and Parking	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• Reconfigure the access and parking at LSR Preserve in order to prevent through-traffic at certain peak periods when necessary to alleviate congestion.
Bicycle Use	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• Bicycles would continue to share the road with motor vehicles. The restriction on through-traffic that would apply to motor vehicles at peak times would not apply to bicycles.
Commercial Activity	<ul style="list-style-type: none">• A specific number of resource-focused, road-based commercial trips would be permitted within the corridor. Resource-based interpretation would be required, but could include a broad array of interpretive topics.• 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.	<ul style="list-style-type: none">• All other commercial traffic, including taxis, would be prohibited.• Shuttle services could be authorized by park management.• Groups would remain small in size (10 visitors plus a guide).
Death Canyon	<ul style="list-style-type: none">• 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. The existing 1.0-mile unpaved portion of the trailhead access road (no longer necessary for vehicular traffic) would be converted to a trail.	<ul style="list-style-type: none">• The restroom would be relocated to the new trailhead location.• White Grass Ranger Station would become a backcountry cabin (no vehicular access).
Winter Access and Use	<ul style="list-style-type: none">• Winter maintenance of Moose-Wilson Road would end at Teton Park Road. The unplowed portion of Moose-Wilson Road would be available for cross-country skiing and snowshoeing, but would not be groomed.	
Visitor Use and Experience / Education and Interpretation	<ul style="list-style-type: none">• 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. The focus would be on pre-visit information and electronic media to prepare visitors for self-discovery prior to entering the corridor.• Trail densities and alignments would be managed to be compatible with the protection of natural resource values.	<ul style="list-style-type: none">• A sense of arrival experience that cues the visitor that they are entering a natural setting that is unique and protected would be created.



Preliminary Alternative B





Preliminary Alternative B Conceptual Drawings

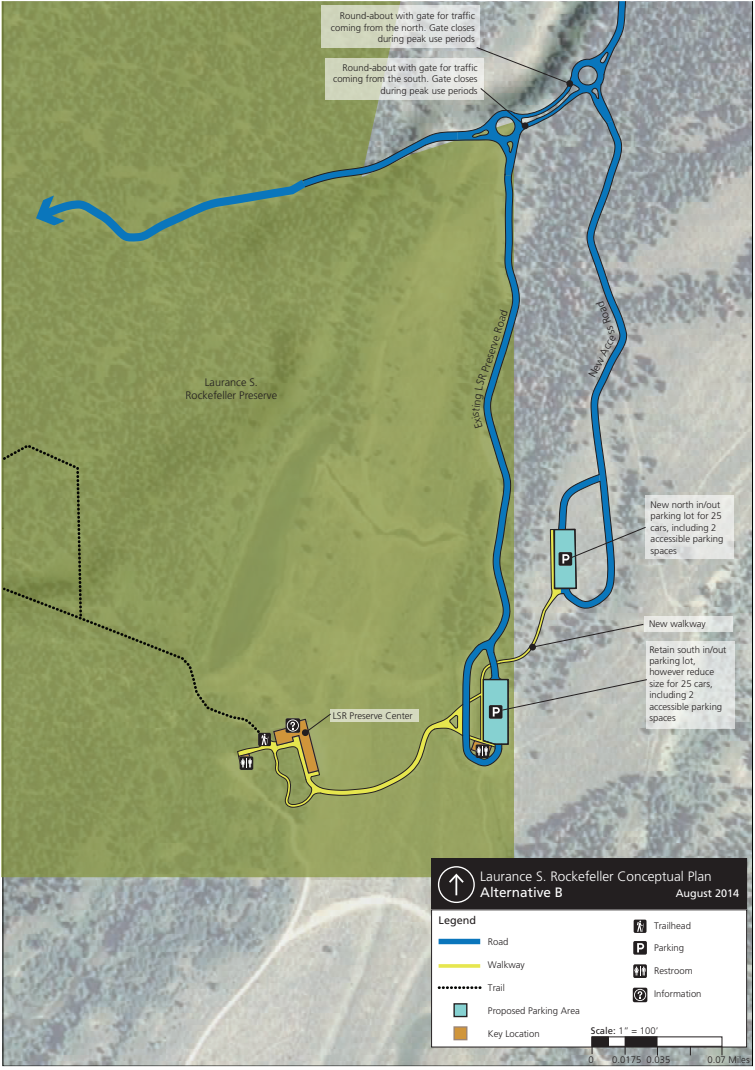
Moose Entrance



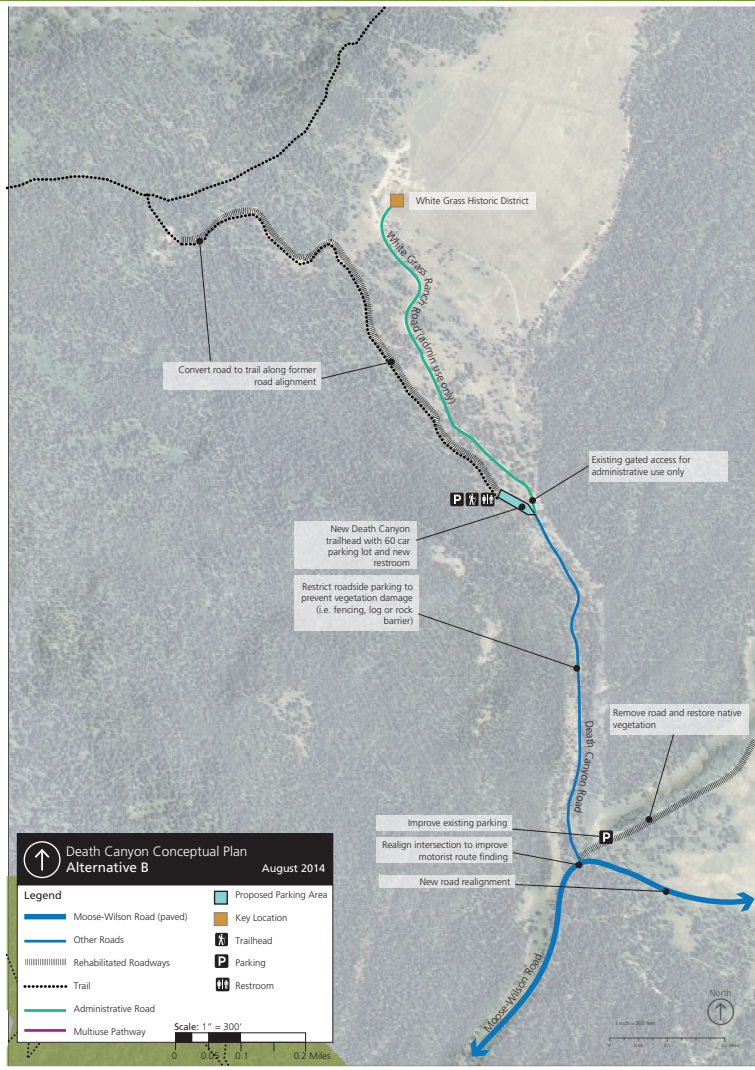
Granite Canyon Entrance



Laurance S. Rockefeller Preserve



Death Canyon





Preliminary Alternative C

Concept

The emphasis of this concept is to be a model for the balance of preservation and public use. The alternative would manage the intensity and timing of visitor use to enable experiences of physical and spiritual renewal that leads to individual responsibility for conservation stewardship. Development along this scenic route would be maintained within the existing development footprint to effectively provide high quality visitor opportunities. The sense of discovery would predominate in this outstanding and diverse natural ecosystem.

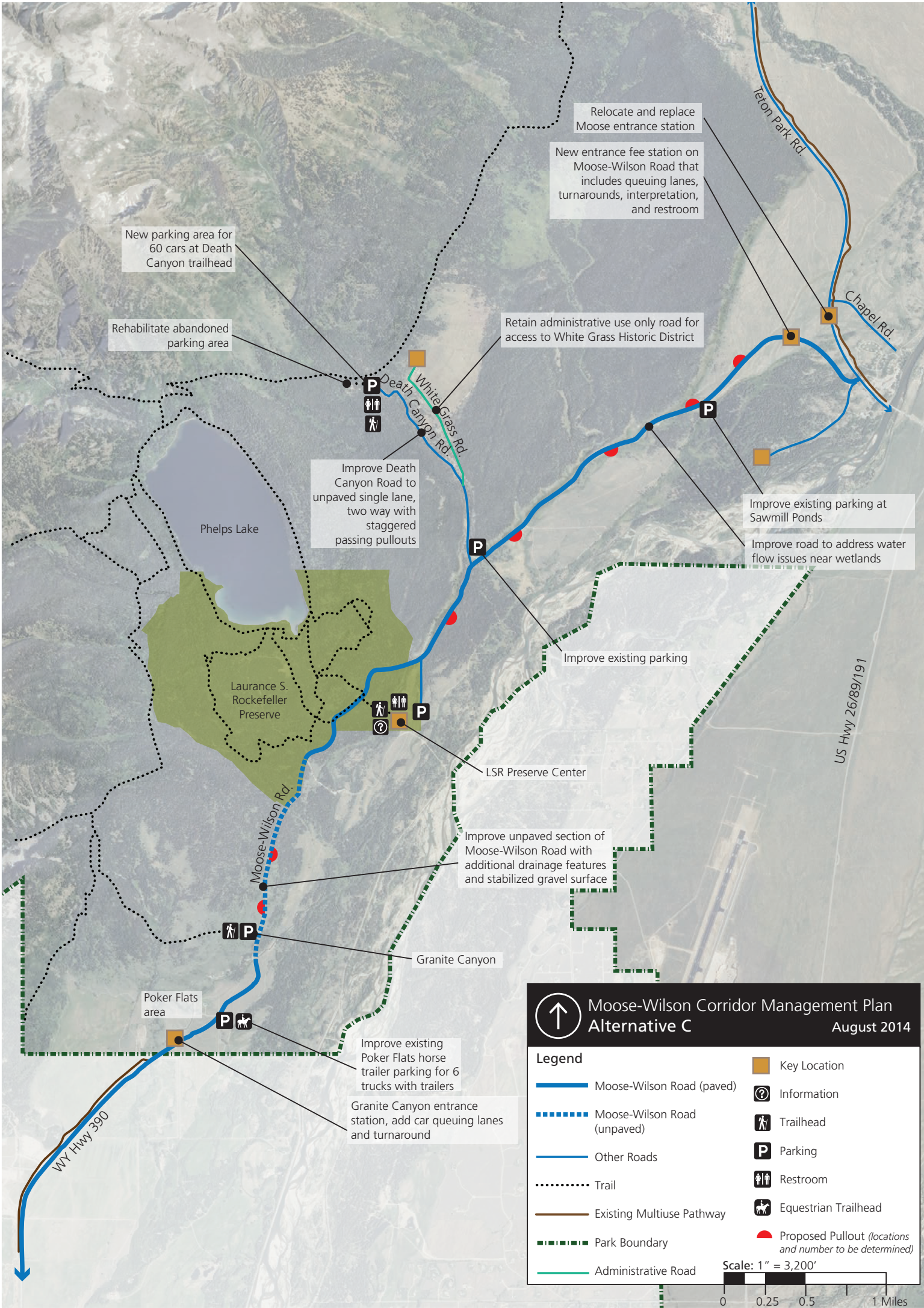
Key Elements

- Two days per week, Moose-Wilson Road would be open only to bicycles and pedestrians between Sawmill Ponds Overlook and the Granite Canyon trailhead. The road would be open to through-travel by motor vehicles at all other times in early/mid-May through September 30.
- In order to address congestion resulting from increases in traffic volumes, the National Park Service would 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.

Alternative C		
Traffic Management along Moose-Wilson Road	<ul style="list-style-type: none">Provide traveler alerts before entrances to inform visitors of traffic congestion, full parking lots, and potential wait times to promote self-selection of alternative routes, thereby limiting the space needed to queue vehicles.Moose-Wilson Road would be open to motor vehicles from early/mid-May through September 30 (see “Bicycle Use” section below).Close Moose-Wilson Road to motor vehicles two days per week to provide dedicated pedestrian- and bicycle-only access, and develop appropriate accommodations for persons with disabilities. The roadway would be shared use at all other times.	<ul style="list-style-type: none">Adaptive Strategy: 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.
Physical Characteristics of Moose-Wilson Road	<ul style="list-style-type: none">Moose-Wilson Road would remain in its current configuration, with no substantial changes to its alignment or width. The unpaved section of the road would remain unpaved and would be graded and treated for dust abatement several times per year.	
Moose-Wilson Road Realignment	<ul style="list-style-type: none">Moose-Wilson Road would remain in its current configuration, with no substantial changes to its alignment or width. Existing road segments adjacent to wetlands would be reconstructed to correct drainage issues and improve road conditions.	
Turnouts and Parking	<ul style="list-style-type: none">Define and delineate existing turnouts and parking areas along the road to alleviate congestion at popular wildlife viewing areas. Design features would be used to prevent vehicles from stopping outside turnout areas.	
Bicycle Use	<ul style="list-style-type: none">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.	<ul style="list-style-type: none">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.
Commercial Activity	<ul style="list-style-type: none">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.Groups would be limited to current Moose-Wilson Road vehicle size restrictions.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.	<ul style="list-style-type: none">Permitting appropriate commercial visitor services such as bicycle tours or interpretive walking tours, on the road when it is closed to traffic would be considered.Taxis would be allowed to provide transportation service in the corridor with appropriate permits. All other commercial traffic would be prohibited.Shuttle services could be authorized by park management.
Death Canyon	<ul style="list-style-type: none">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.	
Winter Access and Use	<ul style="list-style-type: none">Winter maintenance of Moose-Wilson Road would end at Sawmill Ponds Overlook. The unplowed portion of the road between Sawmill Ponds and Granite Canyon trailhead would be available for cross-country skiing and snowshoeing, but would not be groomed.	
Visitor Use and Experience / Education and Interpretation	<ul style="list-style-type: none">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.	



Preliminary Alternative C



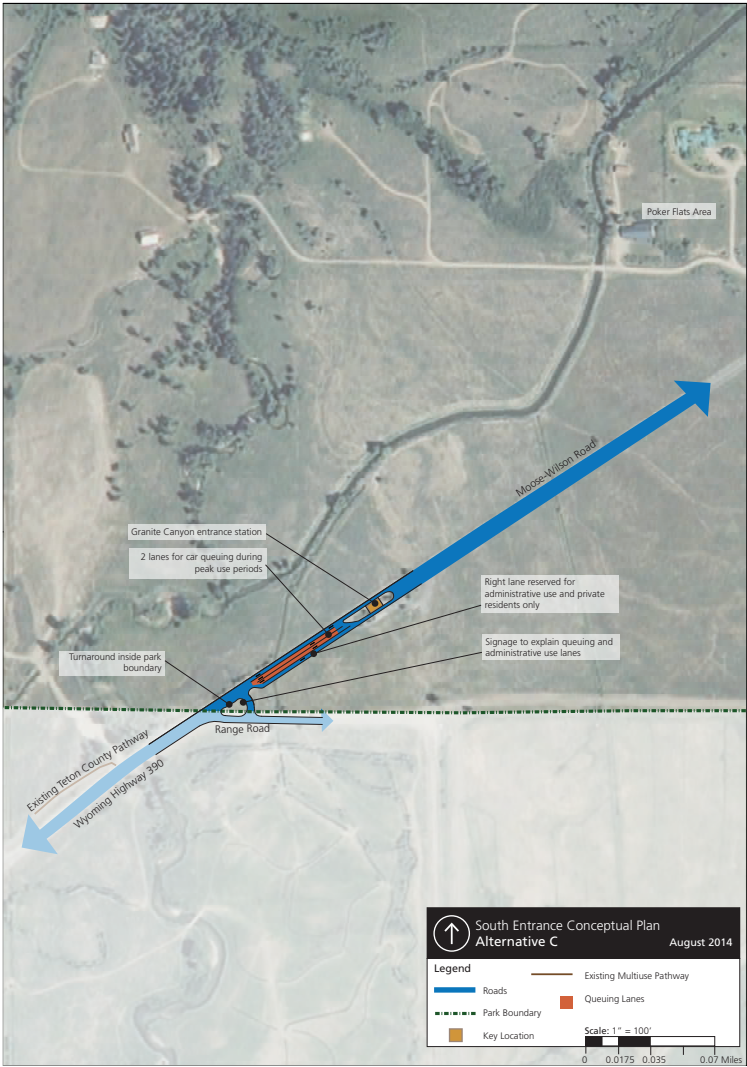


Preliminary Alternative C Conceptual Drawings

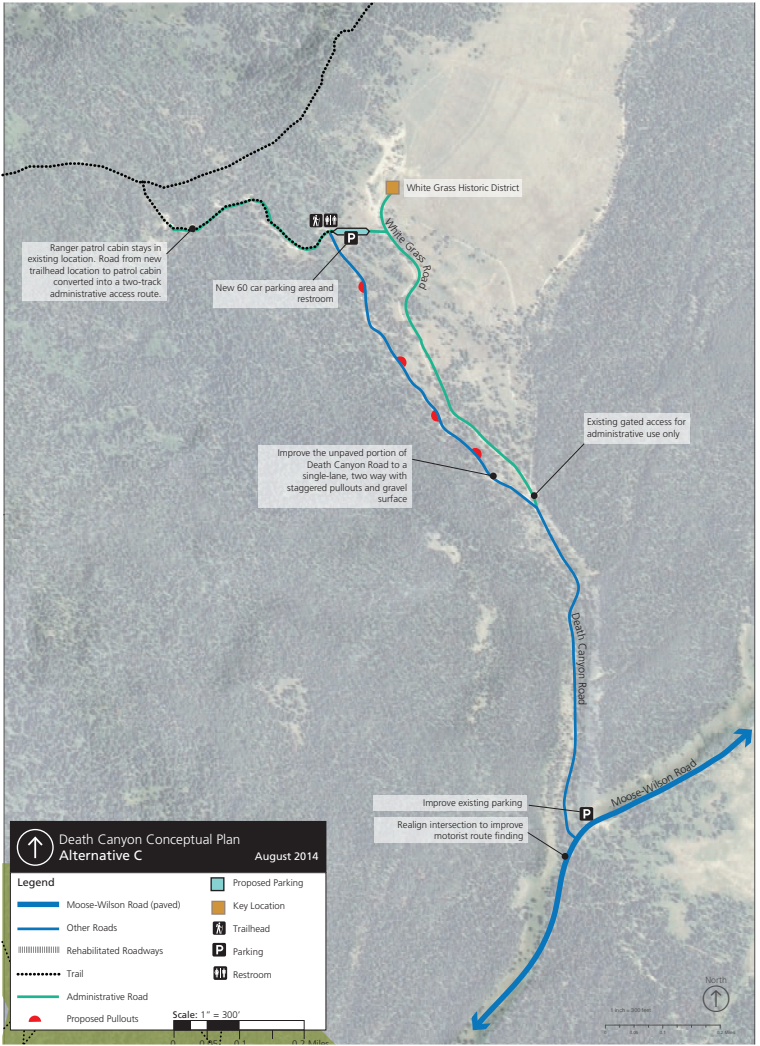
Moose Entrance



Granite Canyon Entrance



Death Canyon



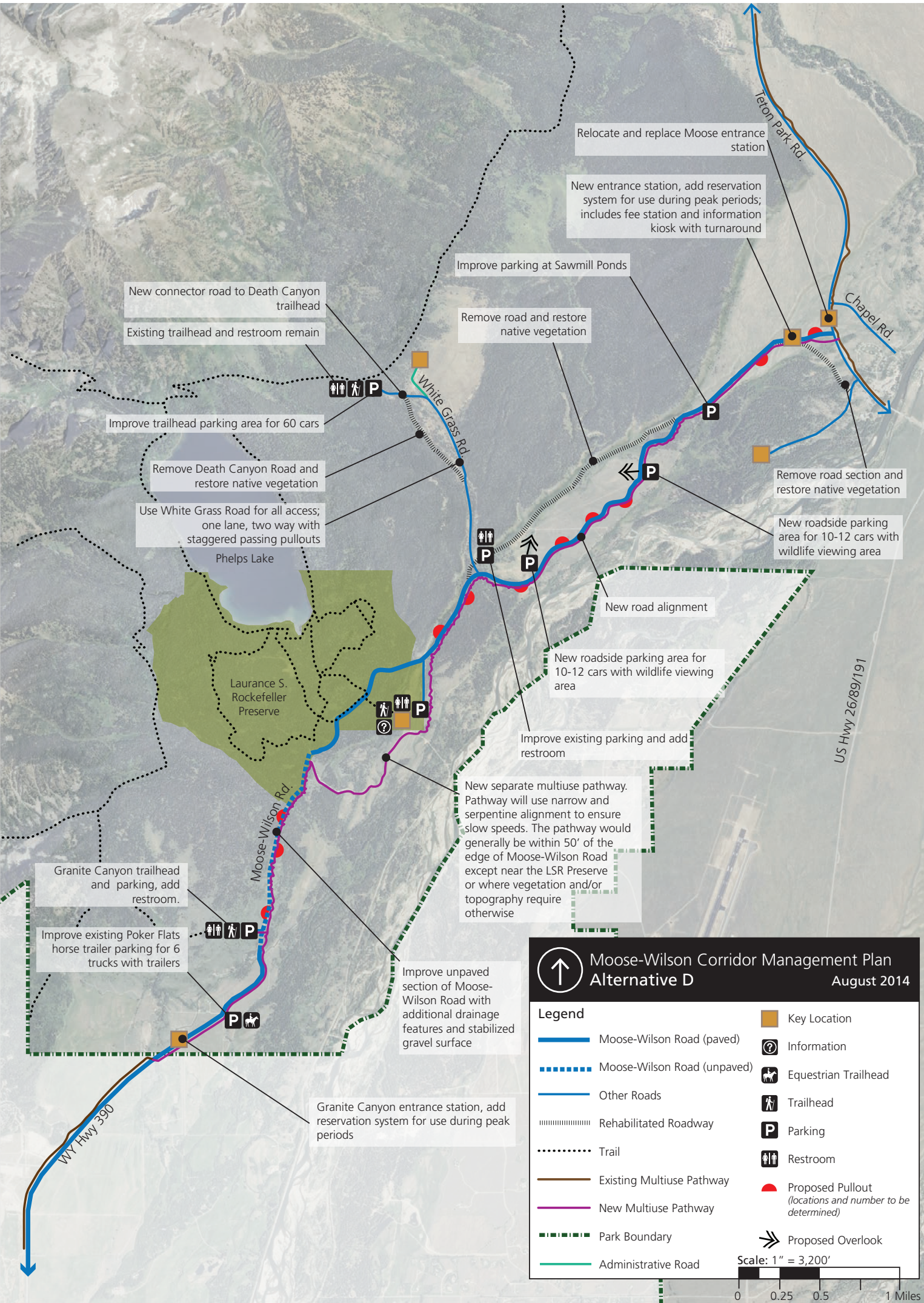
Preliminary Alternative D

Concept	Key Elements
The emphasis of this concept is to better integrate the Moose-Wilson area with the broader park experience and link it to the region’s larger recreational network. Park management would focus on ways to welcome people; connect people with resources; and promote understanding, enjoyment, preservation, and health. To enhance the recreational scenic driving experience, strategies would be used to reduce traffic congestion. Visitors would be provided with opportunities to get out of their vehicles and experience the outstanding natural and cultural landscapes. Additional developments and concentrated visitor use in the corridor would be located in focused areas.	<div><div>1.</div><div>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.</div></div> <div><div>2.</div><div>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.</div></div> <div><div>3.</div><div>In order to address congestion resulting from increased traffic volumes, the National Park Service would 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 a reservation system would be implemented to manage the number of vehicles entering the corridor when necessary.</div></div>

Alternative D		
Traffic Control along Moose-Wilson Road	<div><div>•</div><div>Provide traveler alerts before entrances to inform visitors of traffic congestion, full parking lots, and potential wait times to promote self-selection of alternative routes.</div></div> <div><div>•</div><div>Moose-Wilson Road would be open to motor vehicles from early/mid-May through October 31.</div></div>	<div><div>•</div><div>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.</div></div>
Physical Characteristics of Moose-Wilson Road	<div><div>•</div><div>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 (see below). The unpaved section would remain unpaved, and routine maintenance and scheduled road projects would be undertaken as needed.</div></div>	
Moose-Wilson Road Realignment	<div><div>•</div><div>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 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. The new road segments would be constructed to emulate the slow-speed, narrow, winding character of the road.</div></div>	
Turnouts and Parking	<div><div>•</div><div>Improve parking/turnout facilities and add additional parking or turnouts in strategic areas.</div></div>	<div><div>•</div><div>Enhance existing and add additional parking at either end of the road for both summer and winter use.</div></div>
Bicycle Use	<div><div>•</div><div>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.</div></div>	<div><div>•</div><div>During the winter, bicycles would only be permitted to use the pathway when it is free of snow and ice.</div></div>
Commercial Activity	<div><div>•</div><div>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.</div></div> <div><div>•</div><div>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.</div></div> <div><div>•</div><div>Guided bicycle tours on the new pathway and guided ski and snowshoe tours on the groomed road would also be considered.</div></div>	<div><div>•</div><div>Commercial horseback riding in the corridor would continue with the currently authorized trails and use levels.</div></div> <div><div>•</div><div>All other commercial traffic, including taxis, would be prohibited.</div></div> <div><div>•</div><div>Shuttle services could be authorized by park management.</div></div>
Death Canyon	<div><div>•</div><div>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 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.</div></div>	
Winter Access and Use	<div><div>•</div><div>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.</div></div> <div><div>•</div><div>The unplowed section of Moose-Wilson Road would extend from the Death Canyon Road junction to Granite Canyon trailhead.</div></div>	<div><div>•</div><div>Northern winter parking would occur at an improved parking area north of the Death Canyon Road junction.</div></div>
Visitor Use and Experience / Education and Interpretation	<div><div>•</div><div>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.</div></div> <div><div>•</div><div>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.</div></div>	<div><div>•</div><div>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.</div></div>



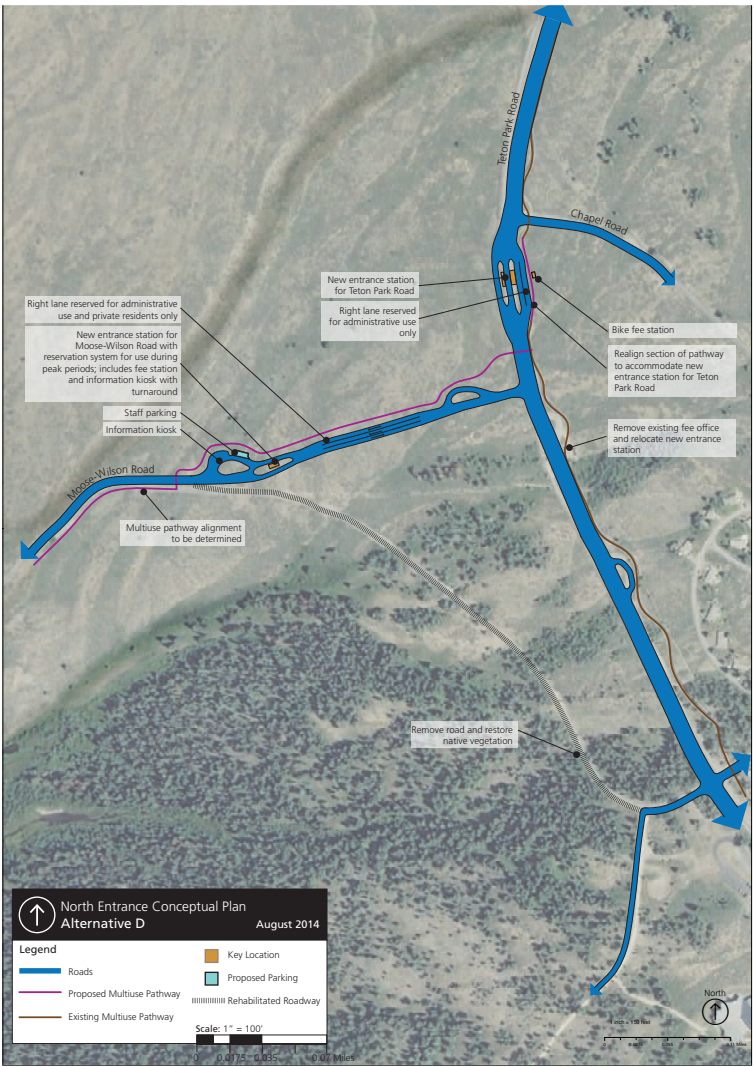
Preliminary Alternative D





Preliminary Alternative D Conceptual Drawings

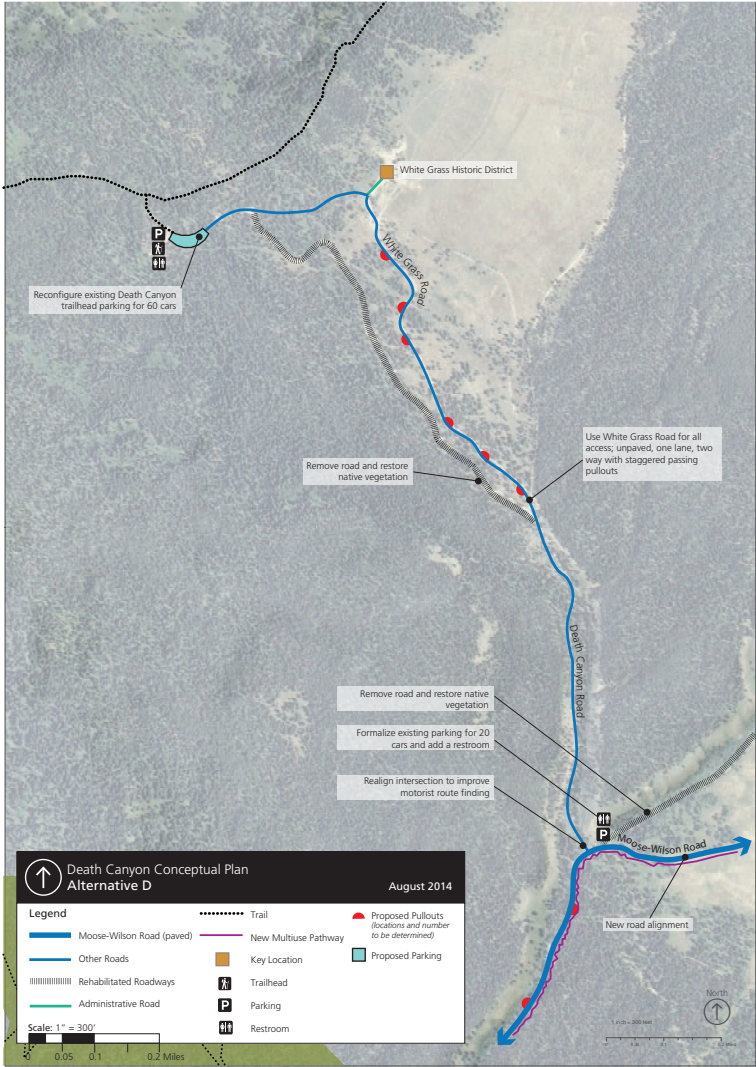
Moose Entrance



Granite Canyon Entrance



Death Canyon





How to Comment

Grand Teton National Park is soliciting public feedback on the preliminary alternatives from August 15 to September 15, 2014. During this period, the public is encouraged to comment on the preliminary alternatives and identify any issues or concerns. In particular, the planning team seeks public input on the specific management strategies presented in each alternative. Please keep in mind when commenting that the unique content of comments received, rather than the number of times a similar comment was heard, is what will help refine the alternatives.

There are a number of ways to participate in this process and make your voice heard. You may submit your comments electronically at the NPS Planning, Environment, and Public Comment (PEPC) website (<http://parkplanning.nps.gov/MooseWilson>). Once on the website, select “Open For Comment” to provide your thoughts on the preliminary alternatives. Comments may also be submitted in writing to the following address:

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

The park will be accepting comments through September 15, 2014. Please submit all comments via the PEPC website, standard mail, or during this open house event.

Please Share Your Thoughts

Last winter, we received more than 1,000 correspondences during the initial public scoping period for the draft plan / environmental impact statement (EIS). Those comments were integral to the development of the preliminary alternatives presented in this newsletter. We invite you to review this newsletter and offer us your comments. Public comments will be used to refine and finalize the range of alternatives that will be analyzed in the draft plan/EIS. In particular, we would appreciate your responses to the following questions. Please use question four to provide any additional input you might have.

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?
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?
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?
4. What other comments or suggestions do you have?

PLANNING SCHEDULE

Milestone	Schedule	Public Input
Public scoping	December 6, 2013 – February 6, 2014	Thank you for your input! The public scoping report was released in March 2014 and is available at: http://parkplanning.nps.gov/MooseWilson
Analyze public comments and develop a range of preliminary alternatives	March – July 2014	
Public review of the range of preliminary alternatives	September 2014	Review the preliminary alternatives newsletter, attend the open house event, and provide your comments at: http://parkplanning.nps.gov/MooseWilson
Analyze public comments and prepare the draft plan/EIS	Fall 2014 - Spring 2015	
Public review of the draft plan/EIS	Spring 2015	Review the draft plan, attend the open house event, and provide your comments at: http://parkplanning.nps.gov/MooseWilson
Analyze public comments and prepare the final plan/EIS	Summer 2015	
Public release of the final plan/EIS	Fall 2015	Stay up-to-date on the planning process by visiting the web-site at: http://parkplanning.nps.gov/MooseWilson
Prepare the Record of Decision	Winter 2015 - 2016	