

PEPC Project ID: 48252, DocumentID: 152046

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Correspondence Text

I recommend closing the road and using eminent domain to seize the private property and rewild the corridor.

It's bad enough that wintering animals migration route was turned into a a highway and tourist town, so it is past time that we contract and rewild the valley.

If you want recreation hike and ski, We don t need any pavement it is not an improvement but another facility we cant afford to maintain

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Correspondence Text

I will keep this short. If it was denied 10 years ago, due to the potential of causing irreversible damage, why would that change now? If anything the damage will be more and in more ways than one. Enough already with the paving of paradise! If you were going to add a bike path, why not have done it in conjunction with the widening and paving of the road a few years ago, adding a shoulder for bikes? To go back in now, and disrupt sacred sites (not to mention more disruption to wildlife and our natural world) is a travesty. There are plenty of places in this valley and the Park where people can cycle. That corridor does not need to be one of them. Do not do this!!!

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I'm an avid cyclist, but also a conservationist. I believe decisions to build new or expand existing asphalt to accommodate bike riders that adversely impact our unique and precious ecosystem must be carefully evaluated. The bar for favoring an expansion should be high. At a minimum a bike path should only be considered in the absence of any other option. This is not the case with the section of the MW road in question. When the road was repaved recently, the Park Service picked the sensible option of assigning the entire lane to bike riders. This was compatible with the idea that the road is a scenic low speed byway. As such it has worked very well in my experience. Adding a separate bike path as proposed adds little value to cycling activity and would come at an unjustified high cost in terms of environmental and wildlife impact. Please do not proceed with this project.

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Correspondence Text

I think that zero development should occur in the GYE. The draw of the parks is nature itself. They call our national parks the greatest idea America has ever had. Imagine that - 'keep your disgusting hands off' might ne the best thing we've ever come up with. There is no unnecessary restriction of recreation by this extra path not existing and therefore the executive order is irrelevant. Studies have already been completed that give valid reasons. Keep the parks for nature. If a bike path is desired then an offsetting project must be completed - reclaim land, section off habitat, close camp grounds, or restrict motor vehicle traffic.

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Correspondence Text

The Moose-Wilson Road's future was thoroughly studied 10 years ago. A bike pathway along the Moose-Wilson corridor was a bad idea when we were talking about merely human propelled bicycles. Now we have the specter of electric motorized bikes whizzing through this sensitive wildlife area. We should not reconsider the 2016 decisions! Make the 2016 decisions permanent!

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As a community member living adjacent to Moose-Wilson Road, we are disappointed that a bicycle pathway is being considered once again for this corridor.

Past Park proposals have already identified this area having one of the largest concentration of wildlife in the park. Over 5000 trees will be destroyed for this bicycle pathway and acres of pavement will be added.

And now, the plan is to plow through identified historical archeological sites and through potential National Register of Historical Places.

And for what purpose? To allow bicycles, who make up less then 1% of the daily uses of this corridor to ride one of the most difficult terrains in Grand Teton National Park.

We can try to blame it on the 2025 executive order to review decisions that unnecessarily restrict recreation in our parks. But is a pathway in this corridor necessary to destroy historical sites as well as add stress to the habitat? It is for the bicycle enthusiasts who somehow convinced the Secretary of Interior that this path should exist. But let's be true full here. The only purpose for this pathway is to create a connection with the rest of the miles of pathways in the county. That is what the county bicycle enthusiasts are trying to achieve, even in a sneaky way.

To hell with Park resources and habitat and bring in the pavement and destruction for our county bicyclists. That's what is really happening here.

This corridor currently allows restrictive resource for horseback riding. Adding bicycles to this area is a formula for disaster. Many horse pathways will intersect the proposed pathway among hidden turns and shrubs.

Enough is enough. There are so many beautiful bicycle trails throughout Teton County and Grand Teton National Park. Why destroy an area of the park for the exclusive use of a few. This was decided already by the community and government in the past. Nothing has changed since then other than a sneaky way for the bicycle community to introduce a pathway again.

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Correspondence Text

Please vote No to pathway at minimal require an NEPA EIS study.

We should not promote human wildlife conflict by adding pathway users to this enriched wildlife environment. The speeds are already slow enough to incorporate bike usage. Do you want bikers stuck on one side or other when it closes for wildlife. How would rangers protect roadway users and pathway users not in a vehicle for protection?

Please consider spending money somewhere else in the park with a safer corridor.

The road to Kelly has much faster speeds with open meadows to see wildlife. Maybe

Reconsider location of spent money as a new EIS should be performed anyway.

Here is the original option chosen and why. No need to revisit.

First part describes why option D was not chosen

Alternative D was not selected because it would have the same significant adverse impacts on archeological resources, historic character, and cultural landscape integrity as alternative B. In addition, the development of the multi-use pathway would result in significant adverse impacts on grizzly bears and other wildlife, increasing habitat fragmentation and wildlife disturbance in the corridor as well as posing wildlife-related safety concerns for visitors. Adverse vegetation impacts due to the multi-use pathway and road realignments would substantially diminish the quality and integrity of the area's ecological communities. Other significant adverse impacts would occur on the historic character and scenic quality of the Moose-Wilson corridor. Finally, implementation of alternative D would cost substantially more than all of the other alternatives

Reason option C was chosen

ENVIRONMENTALLY PREFERABLE ALTERNATIVE

The environmentally preferable alternative is the alternative developed and analyzed during the National Environmental Policy Act process "that causes the least damage to the biological and physical environment and best protects, preserves, and enhances historical, cultural, and natural resources" (43 CFR 46.30). Based on the analysis of environmental consequences of each alternative presented in chapter 4 and summarized in table 9 of the Final Plan/EIS, alternative C is the environmentally preferable alternative because it best protects the biological, cultural, and physical resources of the corridor.

When looked at collectively across all resources, alternative C best protects the corridor's natural and cultural resources by limiting new development and disturbances in the corridor, generally maintaining the existing development footprint, providing some restoration of natural hydrological

processes, and carefully managing traffic levels. Alternative C also addresses resource impacts due to off-road vehicle parking and parking outside designated parking areas. Although alternative C does not include the realignment of Moose-Wilson Road from Sawmill Ponds to the Death Canyon Road junction, which, under alternatives B and D would improve conditions for wildlife (including grizzly bears), hydrology, and wetlands, alternative C will avoid significant adverse impacts on major archeological resources in the Moose-Wilson corridor. Alternative D would provide for more recreational amenities yet place less emphasis on natural and cultural resource protection than alternatives B and C as a result of constructing a separate multi-use pathway.

Alternative C will result in some resource impacts in a few localized areas, such as the loss of vegetation due to construction of the new northern road alignment and the new Death Canyon parking area and reconstruction of the road between Sawmill Ponds and the Death Canyon Road junction. However, the alternative will substantially reduce adverse impacts on natural and cultural resources in several ways. The sequenced traffic management system will limit the potential increase in traffic and visitor use volumes that would likely otherwise occur, thus reducing potential impacts on soils, vegetation, wetlands, and wildlife, including grizzly bears and other listed species. As a result of the actions in alternative C there will not be a substantial increase in air pollutants emitted by vehicles driving the Moose-Wilson Road, nor will the park's carbon footprint be substantially altered. Reducing traffic volume and congestion will also preserve the rustic and rural character of the historic road and its cultural landscape. The reduction in traffic speeds will reduce the potential for wildlife-vehicle collisions. Paving the unpaved portion of Moose-Wilson Road will eliminate impacts from dust and magnesium chloride applications on roadside vegetation. Realigning the northernmost segment of Moose-Wilson Road will reduce habitat fragmentation and create a more intact wildlife corridor near Moose. Reconstruction of parts of the road alignment south of the Sawmill Ponds to Death Canyon Road will improve drainage and the hydrology of this area and improve conditions of the large wetland complex adjacent to the road. Installing officially designated roadside turnouts and design solutions to reduce off-road parking will reduce roadside soil, vegetation, and cultural resource impacts. Relocating the Death Canyon Trailhead parking area will eliminate damage to adjacent vegetation due to extensive off-road parking, though it will result in vegetation removal to construct the new parking lot. Relocating this parking area and converting one mile of the existing Death Canyon Road to a two-track road also will result in the restoration of some native vegetation and reduce overall habitat fragmentation in the corridor, which will benefit wildlife.

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Correspondence Text

I'm commenting on the Moose Wilson bike path proposal. My comment is NO,NO and NO!!!

Too many animals in the area!!

Correspondence: 9

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Correspondence Text

Thank you for the opportunity to comment on this important project. As a cyclist who rides the Moose Wilson road regularly I have witnessed numerous very close calls as well as accidents involving cars and cyclists. I believe it is only a matter of time before a cyclist is killed on the roads of GTNP in one of the areas that does not have pathways due to the volume of vehicular traffic and distracted drivers. Not only will the addition of the pathway improve safety but it may help reduce vehicular traffic in the park as more people choose to ride a bicycle. There is no doubt that a dramatic reduction in vehicles in the park would help wildlife and visitor experiences. Improving the pathway network via Moose Wilson and connecting the pathway from Jenny Lake to Signal Mountain are an important step in the direction of making our National Park more accessible for bicycles and to provide alternatives to continually increasing vehicular traffic.

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Correspondence Text

There is absolutely no need to allow for more bicycles and traffic on the moose-wilson road. Leave the space alone for the wildlife. People already cause enough problems for wildlife, more access in this area is not a good thing. Thank you.

Correspondence: 11

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Correspondence Text

Would love to use a multi-pathway there, and see it as a way. Appreciatively, REDACTED NAME

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Correspondence Text

death by a thousand cuts

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Correspondence Text

It is important we protect the Moose Wilson corridor for wildlife. We have plenty of bike paths in the park.

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Correspondence Text

I am strongly opposed to a bikepath on the Moose-Wilson Road. It is not necessary. We have a bike path along highway 89/191 that gives access north to Grand Teton Park. We DO NOT need a second access route ESPECIALLY through prime wildlife habitat. This area should be preserved for wildlife and protected. More disturbance is not needed. Prior studies have proven this area as prime wildlife habitat. Please make the riggt decision.
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Correspondence Text

Hello, thank you for addressing the need for a separate pathway for cyclists. This pathway is important because the moose wilson road is a miserable place to cycle. It is super narrow and twisty and cars are dangerous and polluting. Ideally, the road would be permanently closed to cars for the danger to people and wildlife while destroying the parklike atmosphere. The atmosphere of the area would be much improved by closing the corridor to cars. The surrounding trails need to be open to bicycles. It is a violation of the right to travel and the wilderness act to confine recreational bicycles to pavement. The purpose of wild lands is allow for unconfined recreation; recreation free from managerial constraints.

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Correspondence Text

As a cyclist I am not in favor of a mixed use pathway in this part of the park. Honestly the road should have more restrictions. The wildlife corridor there is more important, and if you put a pathway, it will only be a matter of time till conflict occurs and the wildlife loses.

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Correspondence Text

I am writing to comment on the newly resurrected proposal to construct a multi-use pathway along the Moose Wilson Road to "align" with a 2025 executive order from Donald Trump to "review decisions that 'unnecessarily restrict recreation,'" says the man with no connection whatsoever to the natural world. I have no doubt that many of us who drive through the busy MW Corridor, and maybe even more so the intrepid ones who dare to bike it as is, think to themselves, "There is nothing that would enhance my experience with this lovely park more than to safely bike along a dedicated bike path." But ask yourselves, what about the wildlife who reside within this intimate corridor of forest and wetlands who rely on its unique habitat to live and thrive? What about the unique history of this valley that might be forever destroyed? Is it really worth it? As with so many things these days, just because we can do something, doesn't mean we should.

Are we also prepared to accept more injuries to both humans and animals from protective moose, bears, and elk because visitors don't understand what it means to be biking, running, or walking through a busy wildlife corridor? Will the challenge of maintaining distance from stressed animals become even greater than it already is, as a severely reduced number of park rangers and Wildlife Brigade volunteers not only have to contend with cars, but also with bikers and pedestrians, as well? And does this yet provide one more opportunity for visitors to skirt the limited parking lot at the Laurance S. Rockefeller Preserve to gain access to the infamous jump rock? That parking lot was explicitly designed under Laurance Rockefeller's direction to limit the number of visitors to the Preserve, thus providing a more intimate and restorative experience for visitors to connect to the natural world. (Full disclosure, I was an interpretive park ranger at the LSRP in the early years.)

I ask you, can we love and appreciate a place enough to leave it alone? If there was a dearth of beautiful biking opportunities in and around the park for visitors to enjoy, I might understand this proposal. But tearing up natural habitats and historical sites for yet one more thrill ride is not a good enough reason. All of this was studied extensively ten years ago. At that time we had the wisdom and restraint to do the right thing? Now we have to ask ourselves if we still have that same wisdom and restraint?

We take so much from Nature, can we find it in ourselves to give back just a little by reducing our expectations, restraining our wants and desires, and protecting a place for the greater good of others? It needs to be said, damage from a small-minded and short-sighted administration can cause lasting damage. On this issue we need to stand firm. The wild community is counting on us. Some things are worth preserving for the good of future generations to experience and learn from, not just recreate. I say enough! For the sake of wildlife, enough!

REDACTED NAME

Former resident of Jackson, WY

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Per the NPS March 2026 update re the Moose Wilson Corridor, the Service is "re-evaluating the selected action to incorporate a separated multi-use pathway extending the length of the corridor and realign a segment of road, with a parallel pathway, between Sawmill Ponds and Death Canyon Road."

The 2016 ROD found that the separated pathway that was included in Alternative D would result in: significant adverse impacts on the major archeological site 48TE498; significant net increases in wildlife disturbance and fragmentation, and; significant impacts on historic character and cultural landscape integrity (emphasis added). These were factual findings in the administrative record. There is no analysis provided that those prior findings no longer hold. Nor is there any suggestion that there are changed conditions which would necessitate a modification to the decision. The programmatic agreement between the Park and Wyoming SHPO provides no explanation nor rationale for modifying the conclusions re significance of impacts on cultural resources.

The 2016 ROD selected alternative C after a three year intensive public process involving over 34,000 comments. It specifically rejected Alternative D because it would result in adverse impacts on major archeological sites and significant adverse impacts on grizzly bears, in addition to the impacts noted above. The draft programmatic agreement repeats the findings from the 2016 NEPA document, specifically in the 7th and 8th paragraph, e.g. "will have an adverse effect", and "may have an adverse effect."

Constructing a new road and pathway to the east would irreparably obliterate significant archeological sites. The NPS should treat those areas as important examples of continuous uses by cultures that span millennia. Per the EIS, "the long span of American Indian presence in the corridor is reflected in the archeological record, tribal oral histories, and the enduring cultural connections retained by the tribes associated with the park." The cultures and their people are still here and the NPS and other visitors to the Moose Wilson Corridor should respect these sites by keeping the road where it is.

The 10,300 acre Moose Wilson Corridor is a unique and ecologically and culturally valuable part of Grand Teton National Park that deserves the highest levels of protection. In addition to notable elevation changes, the vegetation, hydrology and geology changes abruptly as one moves from the riverbed of the Snake River to the mountainous areas at the western edge of the corridor. Thus, in a relatively small geographic area, most of the park's major ecological communities are represented. Given this diversity of habitat, a wide variety of wildlife species inhabit this corridor and depend on this unique ecological system.

Further, the natural constriction between the Snake River and Teton Range functions as an important

wildlife corridor within the broader park ecosystem, particularly for north-south movement along and above the Snake River floodplain. Prominent wildlife species within the corridor include grizzly and black bears, wolves, elk, moose, beavers and a wide variety of migratory birds. The diversity of wildlife and wildlife habitat make the corridor extremely sensitive to human-caused disturbance.

Development pressures south of the park's boundary on the West Bank of the Snake River has added to traffic pressures within Teton County. However, increasing traffic pressures and localized recreation preferences should not be allowed to dictate management decisions for a national park which belongs to all Americans.

Those who wish to short-circuit the analytical and robust public process that resulted in the 2016 Record of Decision are looking to circumvent a solid and defensible NEPA process, all for the sole benefit of special local interests: Teton Village and pathway proponents.

What the public record shows today is an agency that has been directed to reverse a ten year planning process. To date, NPS has been actively implementing the 2016 decision with millions of dollars in federal construction funds and in partnership with FHWA. To add a pathway and realign the road at this time without initiating a new SEIS planning process may lead the agency to an ill founded and largely unsupportable decision.

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Thank you for the opportunity to comment on the Draft Programmatic Agreement (PA) between Grand Teton National Park and the Wyoming Historic Preservation Officer Regarding the Moose - Wilson Corridor Comprehensive Management Plan (Plan) for Grand Teton National Park.

The basis for the draft PA is a re-evaluation of the 2016 Record of Decision (ROD) which is currently resulting in the implementation of Alternative C of the Plan. Many of the actions called for in Alternative C have already been completed or are currently underway. Specifically, the NPS is re-evaluating the selected action to incorporate a separated multi-use pathway extending the length of the corridor and realign a segment of road, with a parallel pathway, between Sawmill Ponds and Death Canyon Road. The pathway was evaluated in the Plan as a component of Alternative D, which was explicitly rejected in the ROD for reasons that are well documented. The re-evaluation of the ROD appears to be based entirely on Executive Order 14314 (EO), which requires the Secretary of the Interior to "review all of the Department's recreational access rules and take steps to rescind any that unnecessarily restrict recreation in national parks." Section 4 of the EO further stipulates that the EO "shall be implemented consistent with applicable law..."

The fact that there is not currently a bicycle pathway along the Moose - Wilson Road is not a restriction on recreational use of the park. There are many miles of multi-use pathways that are highly popular with both bicyclists and pedestrians in some of the most spectacular settings to be found anywhere in the country. Visitors to the park always have been and are currently welcome to ride their bikes on the Moose - Wilson Road, although it is an opportunity best suited for those with experience. The construction of a pathway in the corridor would not be alleviating a restriction, but rather introducing a new kind of recreational use.

Based on a July 1, 2026 article in the Jackson Hole News and Guide, it appears that the NPS will not be taking public comment on any other proposed actions other than the draft PA. Presumably, this would mean that the NPS simply intends to issue a new or amended Record of Decision. If that is in fact the case, a new or amended ROD would, in my opinion, violate the EO's requirement that it be implemented consistent with applicable law.

There are certainly circumstances where it is appropriate for an agency to review and potentially amend or rescind an earlier decision, but in doing so, it must follow the law. First, it must describe any change in conditions that warrant a change in the earlier decision. I see no mention in the PA of any changed conditions, and to my knowledge there have been no changes within the Moose - Wilson Corridor that were not foreseen in the 2016 Plan and ROD. Additionally, it would be an egregious act of arrogance for the NPS to simply release a new decision without providing for additional public engagement on it's

need or environmental consequences as required by the National Environmental Policy Act (NEPA). There was an enormous and sustained amount of public interest, both locally and nationally, throughout the entire planning process that led to the 2016 ROD. Well attended public meetings and workshops were conducted, newsletters were mailed to a broad audience, and over 34,000 individual correspondences were received on the Draft Environmental Impact Statement. In the end, the NPS' preferred alternative was widely supported, including by local elected officials. There is no reason to believe that the public has lost interest in Grand Teton National Park or the Moose - Wilson Corridor in particular. I would add that one of the primary purposes of NEPA is to ensure that decision-makers are able to make well informed decisions. Public involvement is a key element of that purpose in that it allows the public, other agencies, organizations, and others to provide decision-makers with their thoughts, knowledge, opinions and other information to allow for a well informed decision. Bypassing this crucial element of a planning process would be foolish and counterproductive.

In closing, I would simply point to the adverse impacts that are described in detail in the Plan's Final Environmental Impact Statement and the Record of Decision. In my view, those conclusions are just as relevant today as they were in 2016. I would also agree that under the terms of the National Historic Preservation Act, it is possible to "mitigate" the adverse impacts on the archeological resources within the corridor. That being said, the question is whether it is appropriate to allow those impacts under the requirements of the National Park Service's Organic Act. In my view, the answer to that question is NO

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I was surprised to read that Grand Teton NP is evaluating amending the previously selected action from the 2016 ROD for the Moose-Wilson Corridor to now incorporate elements of the previously rejected Alternative D, to add a separated multiuse pathway extending the length of the Moose-Wilson Corridor and realignment of a segment of the Moose-Wilson Road, with a parallel pathway, between Sawmill Ponds and Death Canyon Road. Since the modifications fall within the Moose-Wilson Road Cultural Landscape, the NPS worked with the Wyoming State Historic Preservation Officer (SHPO), federally recognized tribes, and others to develop a draft a programmatic agreement (PA).

While it is important that the NPS has worked with SHPO and Federally Recognized Tribes to draft a programmatic agreement for the proposed new action, this step is far from adequate considering what the NPS is now planning to do.

It is imperative that the NPS press pause and begin a Supplemental EIS to fully evaluate how these new actions will impact park resources, including wildlife, archeological sites, historic sites and the overall landscape.

Many thousands of members of the public participated in good faith with the NPS throughout the Moose-Wilson Corridor EIS process from 2014 through the ROD in 2016, when Alternative C was selected and approved. A federal agency cannot simply change an approved plan of this scale without opening a Supplemental EIS.

The NPS should make an expanded effort to notify the public of the details of this proposed action and create meaningful opportunities for public comment. A 15 day comment period to review only the PA is an insult to the thousands of people who actively participated in the NPS EIS for the Moose-Wilson Corridor Management Plan.

I urge the NPS to follow the law and implement only the previously approved Alternative C. Otherwise a Supplemental EIS must be initiated to evaluate the elements of the rejected Alternative D that the agency now plans to add.

Thank you.

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Correspondence Text

To whom it may concern,

I do not support a bike path along moose Wilson road. I am an avid biker but this type of path is much too invasive for wildlife and contradictory to their protection. There is enough bike path miles for any road biker in this region. How is it that a man in the White House who has never ridden a bike in his life is able to have this issue come alive again? This administration has no idea what is going on here. The National Park should be putting the wildlife and its surroundings first not athletics. Bikers' wants should not outweigh the needs of those who have been here longest. The road itself should even be in question but I'm sure that will never go away. And where would it be routed? Through the wetlands? All the way around them? How many trees will have to be cut and vegetation destroyed? This is food and shelter for the animals. When is enough enough? Why can't we just say NO. There is no economic value to this just spending money that the government doesn't have. Why can't we spend money to hire more park employees to help keep the it functioning instead of spending money destroying much needed habitat. None of this makes sense for any reason. Save the Park please!

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No! to reviving Pathway alternative declined in RAD 2016.

The Draft Programmatic Agreement proposal for the Moose-Wilson Road, GTNP, puts forth a very limited review of an extensive alteration of the 2016 decision which selected Alternative C, of the 2016 FEIS (Selected Action, Record of Decision, December 5, 2016). In essence it is reviving Alternative D which was denied. It was denied not only due to historical and archaeological issues, but also for wildlife and scenic impacts. As such the DPA it is in direct contradiction to that decision that took years of public input and research to come to a balanced agreement. To begin this review again requires a full public process through an EIS. This DPA should not go forward.

The DPA focuses on historical and archeological reviews with only minor reference regarding impacts of Great Gray Owls and LSR. It is essentially seeking information to revive a major (25%) road realignment in regards to the of 1.8 mile section from Sawmill Overlook to Death Canyon, and also researching the route for a bike pathway down to Granite Canyon Entrance. Furthermore, it stipulates phases for actual construction specifications. The DPA document indicates that with only the review of the archaeological and historical information provided by the tribal and historic entities, plans would proceed to construct a new route for 1.8 mile of the road and a pathway for the entire 7.1 miles. The DPA document does not include the elements of a full EIS as should be done if reconsidering this key piece of the RAD 2016 decision.

Furthermore, it does not fit the rationale of the Make America Great Again Executive Order: 1. "...expanding opportunities to enjoy America's splendid national treasures" and 2. not to "unnecessarily restrict recreation in national parks" The reasoning behind the DPA is specious to spurious. In fact the RAD 2016 plan already increases opportunities to enjoy Grand Teton National Park. And contrary to the phrase "unnecessarily restrict recreation", it increases opportunities to enjoy Grand Teton National Park. Furthermore, the proposed changes of the DPA would actually reduce the opportunity to enjoy the unique pleasures of the core features of Grand Teton National Park: its wildlife, scenery, and recreational hiking.

As noted in the RAD 2016 decision, Moose-Wilson Road offers a unique visitor experience. The windy, narrow road with a 20 mph restriction provides visitors with a close-up, relaxed view of the seasonal beauty of spring and summer flowers, lush summer greenery, and colorful fall fruits and foliage. The road curves through aspen groves, evergreen forests, sage flats, and most unusual of all in the park: cattail, willow, and alder wetlands at the north end. It is this stretch through the wetlands that provide the primary opportunity for visitors to see certain wildlife: bears in August eating berries;

moose and beaver in the creek, and sandhill cranes and elk grazing nearby. By fragmenting the habitat from south to north, it was determined in 2016 that building a bikeway would affect wildlife and scenic qualities which delight driving visitors. The formation of a parallel pathway with comings and goings of bicyclists would distract drivers from enjoying the quietude of the drive, as well as seeing wildlife.

Furthermore, the approved RAD 2016 plan has already expanded opportunities to enjoy the park by significantly increasing parking areas to access to the Granite Canyon, Death Canyon, and Phelps Lake by foot. Hiking and wildlife/birdwatching or listening to elk bugling in fall are all popular "recreational" activities. The LSR particularly emphasizes the quiet enjoyment of nature. Furthermore, extensive bicycle pathways have been added to the core of the park along scenic roads to the north and east and Jackson and Wilson and Hoback to the south. These provide plenty of bicycling recreational opportunities elsewhere in the park and beyond.

Adding pathways along the Moose-Wilson Road will reduce wildlife habitat by cutting hundreds of trees and removing critical understory vegetation and adding noise and movement of people. A connecting pathway would potentially add visitation to LSR and other trail heads beyond desired management levels. And LSR, with its hawthorn trees, wetlands, and cover, is a core area for bears. Also, the general idea of having the new road/pathway go along the top of bank of the Snake River with pullouts and more parking (alternative D) would add human disturbance to this vital river corridor, as well as the broad flat sage area and adjacent wetlands to the west. Many animals move through this area. Overall, this habitat destruction would in fact reduce opportunities to see wildlife safely and enjoyably, and impinge on the quiet, peaceful nature of the drive along Moose-Wilson Road.

Many say that a pathway is needed for safety for bicyclists. I have witnessed families and others trying to navigate the hilly, narrow road with cars. I do think it is unsafe for bicyclists, unless they are experts or during particularly quiet seasons. In large part, such travel is unsafe because visitors don't see wildlife right away, are physically exposed, and largely clueless as to wild animal behavior. Thus they can unduly disturb the natural behavior of animals—against regulations. For instance, I have driven past bears and informed oncoming bicyclists that bears are ahead: one family immediately turned around, the other group kept going faster to see them. Due to the proximity of wildlife—example of bears and moose—bicycling is unsafe whether on the road or pathway. The Bear Brigade volunteers stationed along the road cannot supervise the safety of those on a pathway.

The other possible result of a pathway is that it becomes safe for humans because the wildlife are gone. With too much human disturbance, the animals will abandon their once secure and essential habitats. This affects a key and unique park resource: its wildlife, as well as depriving the visitor driving the quiet road the opportunity to see it. There are many other places in the park and elsewhere to bicycle, but there are not other places for the wildlife to go. Laurence Rockefeller was very clear that his final piece of land within the park was particularly important as a connection between the Tetons and Snake River: it did not have a busy road bisecting key habitats and corridors. The gate-keepers and bike shops should discourage use of the Moose-Wilson Road by bicyclists, and the road should be closed to all bicyclists when wildlife are known to be around, such as bears in August into fall.

Thus limiting bike access along this road does not "unnecessarily restrict recreation in national parks" of the Executive Order. In fact it preserves critical wildlife habitat and an intimate, unique and relatively safe experience for visitors.

Regarding the historical and archeological review, I leave that to the tribal groups for their opinion with one personal thought. Having tourists drive, bike, walk throughout this area oblivious to its cultural significance seems to treat the ground with great disrespect. Any educational signage does not suffice

to assure understanding and value for tribal history.

The DPA essentially overrides in all aspects of the RAD 2016 regarding Alternative D without fresh and full public review. Much of the current RAD 2016 plan which expands public recreation and enhances the visitor experience is in progress. We should wait and see the results. Opening this up at this time is a significant waste of public resources: invaluable staff resources during a time when the GTNP budget has already been reduced 25%. Also, other projects improving the visitor experience are already in need of funding. This DPA should be denied. And if the idea of a bicycle path is to go forward – as seems to be the intention of special interests, a full public review of an EIS is legally mandated.

Submitted by: REDACTED NAME 16-year, full-time resident of Wilson

Correspondence: 23

Author Information

Keep Private: No
Name:
Organization: Retired Volunteer for GTNP
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83002
USA
E-mail:

Correspondence Text

To Whom It May Concern:

I write to oppose the potential multimodal and or bicycle pathway along or parallel to the Moose-Wilson Road in Grand Teton National Park. As a long time volunteer and user of the current road, I can safely say that any additional roadway would disrupt the natural wildlife patterns of travel and contiguous habit. The proposal would violate one of the core principles of the foundation of Grand Teton National Park: to steward its natural resources and wildlife for future generations. Removing habitat and disrupting wildlife corridors undermines the reason for Grand Teton's existence. The Moose Wilson Road is extensively traveled and additional traffic either by e-bikes or regular bikes will only compound the problems that currently exist. Based on my lived experience in Jackson, it is impossible to patrol the proposed pathway for inappropriate bicycle use. Last, Grand Teton National Park has provided a wonderful bicycle pathway that one can take from Jackson and even Wilson to the park without impeding traffic or endangering the riders. Please don't complicate the growing number of visitors experiencing the park by creating a potential safety hazard both for humans and wildlife.

Cordially,

REDACTED NAME

Correspondence: 24

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA
E-mail:

Correspondence Text

This is a bad idea with detrimental impacts to the wildlife and ecosystem in Grand Teton National Park that millions of visitors come to see every year.

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway.

There are numerous other opportunities to improve public recreational use and access within the Park.

Correspondence: 25

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA
E-mail:

Correspondence Text

We, as a community, after a great deal of dialog, decided in 2016 that we did not need nor want this bike path. The costs to the ecosystem and critical wildlife areas was too great. Please respect the decision of the locals. This is not a decision to be made by someone 2,000 miles away. Given all the critical funding shortages the National Park Service faces, surely there are better ways to spend this money.

Correspondence: 26

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA
E-mail:

Correspondence Text

No to a pathway Moose Wilson Road. Many other great places to put a path.
Do not create human wildlife conflicts. This habitat is very special. Please redo a new EIS study.
Thank you

Correspondence: 27

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
LAKESIDE, MT 59922
USA
E-mail:

Correspondence Text

I adamantly OPPOSE the Moose Wilson Pathway!! How much more habitat will we steal from our wildlife for our selfish gratification??!!?? This is the very reason bear #1199 was trapped and relocated!! We build marinas, make beaches accessible, build gift shops ,accommodations, attractions, campsites..IN OUR NATIONAL PARKS AND CLOSE PROXIMITY AREAS FOR WHO??? FOR OUR SRLFISHNESS. This will absolutely disrupt wildlife!!

Am I resident of Wyoming? No.. BUT I SPEND THOUSANDS OF DOLLARS EVERY YEAR RESPECTFULLY VISITING GTNP..and it pains me to see the uncontrolled hoards of people and the IGNORANCE of those trying to push this project through. At what point will wildlife be first? Who will be brave enough to stand for wildlife instead of supporting those who pad your campaign pockets?

WHAT YOU KNOW AND CHOOSE TO IGNORE!

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway.

There are numerous other opportunities to improve public recreational use and access within the Park.

I dare you to do the right thing.. Say NO to the Moose Wilson Pathway!

REDACTED NAME

Correspondence: 28

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: West Des Moines, IA 50265
USA

E-mail:

Correspondence Text

Please ~ keep our Wild places Wild for the native inhabitants rather than for the convenience of human beings. Please let these Wild things keep their homes!

Correspondence: 29

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA
E-mail: 1

Correspondence Text

When is the national Park service who is charged with preserving these lands going to make the animals a priority?
Every year visitors to our county get less and less respectful of not only the lands and the landmarks, but completely disregard
Any measures that will protect our wildlife. Let's make the animals a priority. Let's protect the park. Let's stop catering to a bunch of disrespectful entitled visitors that are here for a two or three days.

Correspondence: 30

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Glen Rock, NJ 07452
USA
E-mail:

Correspondence Text

I just had my first visit to the beautiful state of WY. Please... be thankful for what you have and stop encroaching on what land is left for the wildlife that exists amongst you! Moose-Wilson Rd. Is a special spot to observe nature and the beauty Wyoming has to offer. Please leave it as is.

Correspondence: 31

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Flat Lick, KY 40935
USA

E-mail:

Correspondence Text

Please do this

Correspondence: 32

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Roberts, MT 59070
USA
E-mail:

Correspondence Text

Just stop already with the bullshit. You've already tore up and destroyed enough of the natural ecosystem in the area already!!!!

Correspondence: 33

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Centerville, KS 66014
USA
E-mail:

Correspondence Text

It is imperative this region and corridor continue unmolested by man. The detrimental impact to wildlife is inexcusable. Mankind has invaded, altered, raped, and destroyed the land and territories of every species. It needs to stop.

Correspondence: 34

Author Information

Keep Private: No
Name:
Organization: A concerned citizen
Organization Type: I-Unaffiliated Individual
Address:
Calgary, Alberta Canada
Calgary, UN T3R 0X9
CAN
E-mail:

Correspondence Text

I strongly oppose the proposal for new development along the Moose Grand Teton corridor.

Limiting further development is critical to protecting wildlife and preserving the ecological integrity of the area. Continued development can fragment habitats, displace animal populations and increase environmental stress on already vulnerable species.

For the long-term health of our environment and community, wildlife preservation should take precedence over additional development.

Correspondence: 35

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Manchester, CT 06040
USA
E-mail:

Correspondence Text

Although I've never been to Yellowstone areas, one day I would like to, with that in mind, I'd like to be able to visit the areas as it stands now., not with extra roads that affect the natural behaviors of the wildlife. Progress does not need to be adding more asphalt and buildings to a "protected" area no matter what the present administration is calling for.

Correspondence: 36

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wichita Falls, TX 76309
USA

E-mail:

Correspondence Text

Please put wildlife first and require/punish humans for disobedience regarding harm to this precious wildlife.

No corridors!

Correspondence: 37

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bozeman, MT 59718
USA
E-mail:

Correspondence Text

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park. A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat. A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway. There are numerous other opportunities to improve public recreational use and access within the Park.

Correspondence: 38

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Mesa, AZ 85204
USA
E-mail:

Correspondence Text

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat. Humans have so many options, wildlife are subjected to whatever we choose for them. Never their option. Let them have their wild life without unneeded human interaction that almost ALWAYS leads to a negative affect on the wildlife. Use your resources in a more productive way without harming or affecting the beautiful wild animals in that area. The wildlife in your area brings so much revenue to Jackson. Leave it protected and wild, please.

Correspondence: 39

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Missoula, MT 59804
USA
E-mail:

Correspondence Text

No! Can't you just leave things alone?!? Humans ruin EVERYTHING! Let there be space for our wildlife! Quit taking up what little space they've got left for stupid human gratification.

Correspondence: 40

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Western Springs, IL 60558
USA
E-mail:

Correspondence Text

I'm writing to oppose the pathway through the Moose-Wilson Corridor. Please do not disturb what little habitat there is left. These spaces need to be honored and protected for these animals that desperately need it.

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway. There are numerous other opportunities to improve public recreational use and access within the Park.

Please respect and protect this habitat that is so desperately vital for the wildlife community.

Thank you.
REDACTED NAME

Correspondence: 41

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: t
Jackson, WY 83001
USA
E-mail:

Correspondence Text

I think a pathway is a good idea but put it right next to the road and not through the wildlife corridor.
That is a terrible idea!

Correspondence: 42

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Watkins Glen, NY 14891
USA
E-mail:

Correspondence Text

Time to speak up for wildlife!! This is exactly why Miracle had to be trapped and relocated!! We keep building and bulldozing for human gratification! Oppose the pathway!! 🙏

The Moose-Wilson Corridor represents a thriving example of Grand Teton National Park's natural ecological splendor, including habitat for grizzly bears, moose, and wolves. Park officials are considering a proposal to construct a multi-use path through the heart of this corridor. Speak up for conservation: submit a comment on this process before midnight Thursday, July 9.

A pathway development between Moose and Wilson would fragment habitat and pose threats to human and wildlife safety. Park officials have noted that they will make their decision to incorporate the pathway without additional environmental review.

Please take this opportunity to comment on a programmatic agreement regarding cultural and historic resources within the corridor. This very brief comment period may be our only chance to advocate for conservation.

Visit the Park Planning website and submit your comments on the programmatic agreement [HERE](#) before midnight Thursday.

Jackson Hole Conservation Alliance (JHCA) has reviewed the proposal and looked at the potential impact. Help us convince park officials that this is a bad idea for wildlife and conservation in Grand Teton National Park. Here are some suggestions for your comment:

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway.

Correspondence: 43

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Cape Elizabeth, ME 04107
USA
E-mail:

Correspondence Text

The wildlife crossing this section of the Moose Wilson Road, proposed alignment, is significant. Each and every morning elk in large numbers, bear, deer and moose, travel from the Snake River up to the flats east of the beaver ponds and then cross the flats to the beaver ponds (south of Sawmill Ponds). Wildlife spends their day at the ponds or continue west of the ponds, crossing the existing Moose Wilson Road, up the bench and into the woods. In the evening they reverse and come back from the west, cross the flats and drop back down to the Snake River. The existing Moose Wilson Road, curvy and narrow, keeps vehicles moving slowly through this important wildlife area, an exceptional section of GTNP. With the proposed alignment, sadly there will be deaths of wildlife as the wildlife will need to cross the realigned Moose Wilson Road to get to the beaver ponds and the western bench. Construction will further disrupt daily living of the wildlife, beautiful park land will be disturbed and vehicles will move faster resulting in wildlife deaths. I discourage and do not support moving forward with this project.

Correspondence: 44

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Lanesville, IN 47136

USA

E-mail:

Correspondence Text

A pathway through the corridor could lead to increased negative human-wildlife interaction by increasing human prescence Ina critical wildlife habitat.

Correspondence: 45

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Saint Cloud, FL 34769
USA
E-mail:

Correspondence Text

I am a National Park Brat. My Dad retired from the Park Service years ago. Although he is no longer with us and I spent my early working years at a National Park. My Dad always reminded us the National Parks are to preserve the life of animals and plants within it's boundaries. park. This pathway you propose to construct will cause damage to the natural habit and the natural vegetation for all the animals living within the park all just to please mankind. This goes against the preservation of the all living creatures and vegetation. The bears among other animal activity with be diminished by this construction. The actions of mankind have caused separation of coys and their mothers during crucial times in their lives more than once. I am totally against the disruption of the habitat and life in all National Parks. It is time the Park Service starts preserving the natural habitat and life with qualified personnel instead of worrying about the all mighty dollar. The Park Service needs to review their procedures and protocols immediately. We are here to PROTECT not destroy the natural habitat of the parks and the lives within it!

Correspondence: 46

Author Information

Keep Private: No
Name:
Organization: none
Organization Type: I-Unaffiliated Individual
Address:
Philipsburg, PA 16866
USA
E-mail:

Correspondence Text

You can make a positive difference!

Wild spaces do not need more human fragmentation. This will eventually lead to more conflicts and the wildlife needs more natural space from people. This is their home to find food, etc. without more human advancements, etc.

Correspondence: 47

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Nampa, ID 83651
USA
E-mail:

Correspondence Text

Please do not put a human walk way through the wildlife area. These amazing creatures are constantly trying to survive in a world that is shrinking every day!!! Please protect and them and their habitat!!!

Correspondence: 48

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Lander, WY 82520
USA
E-mail:

Correspondence Text

I am so very opposed to the construction of a multi-use pathway through the Moose-Wilson corridor.

The Moose-Wilson Corridor represents a thriving example of Grand Teton National Park's natural ecological splendor, including habitat for grizzly bears, moose, and wolves.

Construction of a multi-use path through this corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park. A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to build this pathway!!!

Correspondence: 49

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Etna, WY 83118
USA
E-mail:

Correspondence Text

Please dont construct the bike path! This is a wildlife corridor where cars go through already. If we start letting and encouraging bikers and hikers to recreate in the corridor, the wildlife will have nowhere to go. We have already taken away enough of the good wildlife land. Let us not take any more!!
Encourage bikers to ride back to Spring Gulch road and ride around!

Correspondence: 50

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Edmonds, WA 98026
USA
E-mail:

Correspondence Text

I oppose this pathway and other similar pathways. It will intrude on Moose, Grizzly and other species' territories. In doing so, the natural recovery of the ecosystem will be negatively impacted. Moreover, harmful human-grizzly encounters will increase. Please stop the assault on our natural habitats.

Correspondence: 51

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Brainerd, MN 56401
USA
E-mail:

Correspondence Text

Stop invading their territory- we can live without having to take over their land!! They were there first!!! Quit ruining their lives!!

Correspondence: 52

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Kirksville, MO 63501

USA

E-mail:

Correspondence Text

Leave the Moose-Wilson Corridor as is. Why endanger the wildlife, or the people who come to see the natural Beauty, of Grand Teton National Park. Your pockets are full enough, of your tax payers money, and the money that the tourists spend, every year.

Correspondence: 53

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Whitefish, MT 59937
USA
E-mail:

Correspondence Text

With the incredible number of visitors that come to Grand Tetons National Park, it would be a mistake to have more of them recreating on the Moose-Wilson Road.

Grizzlies, black bears, moose, etc., need more spaces to raise their young in peace and quiet. That's becoming harder to find in the Tetons.

Correspondence: 54

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Plainview, NY 11803
USA
E-mail:

Correspondence Text

Please do not allow any type of changes to be made to the park. It would be detrimental to the wildlife and the environment. This is not a necessary change that needs to take place. What needs to happen, is for humans to leave the habitat alone for the wildlife to survive!

Kind regards,
REDACTED NAME

Correspondence: 55

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Pampa, TX 79065

E-mail:

Correspondence Text

Please do not proceed with this pathway. Protect the habitat of all the animals in this area. Thank you.

Correspondence: 56

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Chilliwack, UN V2P 2G9
CAN

E-mail:

Correspondence Text

Please keep our Wildlife Safe.

Correspondence: 57

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Pennsville, NJ 08070
USA
E-mail:

Correspondence Text

Please stop taking over open spaces from wildlife. They are being pushed out and forced to enter human inhabited areas. The number of encounters will only increase the more land is taken. Give wildlife their space and let them live.

Correspondence: 58

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA
E-mail:

Correspondence Text

I strongly support preserving the Moose-Wilson corridor as one of the most important wildlife corridors in Grand Teton National Park. I do not support expanding the corridor in ways that increase motorized vehicle capacity or encourage additional automobile traffic.

The corridor already experiences substantial vehicle impacts on wildlife. The reported deaths of multiple moose along this roadway in the past year underscore that wildlife-vehicle collisions are not hypothetical—they are an existing management challenge. Expanding opportunities for motorized traffic risks increasing these impacts while diminishing the very wildlife viewing and natural character that make this area special.

If improvements are made, they should prioritize wildlife protection, visitor safety, and non-motorized recreation. A separated pathway for pedestrians and cyclists, traffic-calming measures, lower vehicle speeds, improved wildlife crossings where appropriate, and transit options would better align with the National Park Service's conservation mission than increasing motorized access.

I encourage the National Park Service to maintain the Moose-Wilson corridor as a wildlife-first landscape and to ensure that any changes are guided by the best available ecological science rather than by a desire to accommodate additional automobile traffic.

Correspondence: 59

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Bend, OR 97701

USA

E-mail:

Correspondence Text

These bears need as much protection as possible.

Correspondence: 60

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Indianapolis, IN 46219
USA
E-mail:

Correspondence Text

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway.

There are numerous other opportunities to improve public recreational use and access within the Park.

Please don't do this! We need all of our natural resources and the wildlife needs it too!

Thank you!

REDACTED NAME

Correspondence: 61

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Logan, UT 84321
USA
E-mail:

Correspondence Text

This plan will only cause more human wildlife conflicts where the wildlife looses. Leave things the way they are...this is not in the best interest of wildlife!

Leave things the way they are. This area is a high traffic area for wildlife and your plan again will increase conflicts between human and the wildlife in this area.

This is not in the best interest of wildlife!!!

REDACTED NAME

Correspondence: 62

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Monterey, TN 38574
USA
E-mail:

Correspondence Text

I am writing to express my opposition to the construction of new roads in our national parks. These parks were created to protect some of our country's most beautiful landscapes and wildlife, and building more roads would threaten the very qualities that make them special.

New roads would destroy natural habitats, making it harder for animals to find food, shelter, and mates. Increased traffic would also create more noise, air pollution, and litter, disturbing wildlife and reducing the peaceful experience that visitors expect.

In addition, more roads often lead to more development, which can permanently change fragile ecosystems. Once forests, wetlands, and meadows are paved over, they cannot easily be restored.

Instead of expanding road networks, we should invest in maintaining existing roads and promoting environmentally friendly transportation options, such as shuttle buses, walking trails, and bicycle paths. National parks belong to everyone, including future generations. We have a responsibility to preserve these natural treasures, not make them more vulnerable to damage. Protecting wildlife and preserving the beauty of these landscapes should remain our highest priority.

For these reasons, I strongly believe that no new roads should be built in our national parks.

Correspondence: 63

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Des Moines, IA 50321
USA

E-mail:

Correspondence Text

Please do not build new roads through Jackson Hole as it is detrimental to wildlife and conservation.

Correspondence: 64

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Pony, MT 59747
USA
E-mail:

Correspondence Text

Moose Wilson corridor is a unique and valuable stretch of road, allowing minimal human traffic through a section of wilderness rich with wildlife. Developing further would negatively impact the animals that frequent the area. Please do not further develop the road for multiple use purposes

Correspondence: 65

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA
E-mail:

Correspondence Text

I am writing to express my opposition to the proposed pathway along Moose-Wilson Road in Grand Teton National Park.

This project raises serious concerns about impacts to wildlife habitat, wetlands, and culturally significant Native American archaeological and historic sites. The pathway would further fragment an important wildlife corridor used by bears, moose, elk, owls, and many other species, increasing the potential for human-wildlife conflicts in a sensitive landscape.

I am also concerned that the project relies on environmental analysis completed in 2016. Conditions within the park and surrounding area have changed significantly since then. Given these changes and the potential impacts of the proposal, a new Environmental Impact Statement should be completed before any decisions move forward.

Please protect the ecological, cultural, and historic resources that make Grand Teton National Park unique and reject this pathway proposal until a thorough, updated review is conducted.

Thank you for your consideration.

Correspondence: 66

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Seneca Falls, NY 13148
USA
E-mail:

Correspondence Text

Protect the wildlife, that's your job. Without them
yellow stone park would not bring you revenue.

No corridor through the park! People are already speeding, not watching for wildlife, and not following
rules.

Wildlife comes first!

Protect them is your main focus! Do better for them.

Thank you for your time

REDACTED NAME

Correspondence: 67

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Richmond, CT 40475
USA
E-mail:

Correspondence Text

I'm asking you not for myself but for the wildlife. I've heard you are considering putting a pathway through The Moose-Wilson Corridor. This corridor is a great habitat for all the species of wildlife. Moose, Bears, Buffalo just to name a few. It's time to stop trying to satisfy humans and stand tall and firm for wildlife. I'm from Kentucky and a year ago I spent two weeks in the Grand Tetons and Yellowstone. The majority of week was spent in the Moose-Wilson Corridor. This area was my favorite. I'm 80 years old in one week, planning another trip to the Grant Tetons. I hope when I get back there that is as I remembers it, paradise.

Sincerely

REDACTED NAME.

Correspondence: 68

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA
E-mail:

Correspondence Text

Please do not extend the bike path along the Moose-Wilson Road. This is an environmentally sensitive area that already gets car traffic. Adding bikes and joggers subjects the wildlife to additional stressors and exposes the public to additional risks of harm from unexpected encounters with megafauna.

Correspondence: 69

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Turlock, CA 95382
USA
E-mail:

Correspondence Text

Please before you rush off and do something to upset nature, think of the children and their children. I'm sure everyone in the future would appreciate a beautiful undisturbed stretch of land where wild animals can live and thrive. I thank you for your consideration, compassion and thoughtfulness.

Correspondence: 70

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Huntington Beach, CA 92648
USA

E-mail:

Correspondence Text

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

Correspondence: 71

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Monument, CO 80132-7915
USA
E-mail:

Correspondence Text

Time to stop building "paths" unnecessarily through habitat. If we want the wildlife, we must give them an undisturbed place to live. Stop the development of this "path" and quit fragmenting wildlife areas. There are plenty of places to walk, etc, so you do not need to develop an un needed multi use path!

Correspondence: 72

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Cedar Creek, TX 78612
USA
E-mail:

Correspondence Text

No No No...why is this government so intent on destroying everything good. THE PEOPLE DO NOT WANT THIS.

Correspondence: 73

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Cincinnati, OH 45224
USA
E-mail:

Correspondence Text

I have lived in Ohio my entire life. Over the past several years I have been out West to ride horses and visit our wonderful national parks. As a result of these amazing experiences, I am considering moving out West to be able to enjoy the vast wilderness and all the diverse flora and fauna it supports. The amount of money and good will made by tourism in the western states is considerable and important.. And unlike other types of administrative and/or legislative decisions that can be rescinded or modified without negative impact, expanding development through these sacred and protected lands will cause irreparable harm. Please realize that we have only one planet and preserving our national parks is a critical part to assuring sustainability for everyone and everything. Thank you.

Correspondence: 74

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Albuquerque, NM 87112-2004
USA

E-mail:

Correspondence Text

By destroying our wildlife you are destroying our future.

Correspondence: 75

Author Information

Keep Private: No
Name:
Organization: NPS Retired
Organization Type: I-Unaffiliated Individual
Address:
Missoula, MT 59808
USA
E-mail:

Correspondence Text

I am writing to voice my opposition to changes to the original Record of Decision of 2016. That ROD states that alternative C was selected and specifically rejected alternative D. To quote from that document:

"This strategy (alternative C) was selected over the development of a multi-use pathway (alternative D) because pathway development would result in adverse impacts on park resources, including significant net increases in wildlife habitat disturbance and fragmentation, changes to the character and visual quality of the corridor, and adverse impacts on a major archeological site and possibly other unidentified archeological sites."

It seems quite clear that significant wildlife habitat disturbance and fragmentation and adverse impacts to an archeological site was identified. What has changed? Has a new EIS determined that the original decision was incorrect? Why are those adverse impacts no longer adverse? Have new archeological studies been performed? There seems to be a lot about this new plan that is being slipped by the public, without proper research, review and documentation.

Again, I would like to strongly voice my opposition until further research and study is done concerning the natural and cultural resource impacts.

REDACTED NAME

Correspondence: 76

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Oracle, AZ 85623
USA
E-mail:

Correspondence Text

Reading this is just horrifying:

A pathway development between Moose and Wilson would fragment habitat and pose threats to human and wildlife safety.

Park officials have noted that they will make their decision to incorporate the pathway without additional environmental review.

What? That's not acceptable. Greed is going to kill us all. Don't play God or Judge without knowing facts.

Keep our country safe for our wildlife and community.

Correspondence: 77

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83002
USA
E-mail:

Correspondence Text

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway.

There are numerous other opportunities to improve public recreational use and access within the Park.

Correspondence: 78

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:

Idaho Falls, ID 83402
USA

E-mail:

Correspondence Text

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway.

There are numerous other opportunities to improve public recreational use and access within the Park.

Correspondence: 79

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Perry, OK 73077
USA
E-mail:

Correspondence Text

Time to speak up for wildlife!! This is exactly why Miracle had to be trapped and relocated!! We keep building and bulldozing for human gratification!

The Moose-Wilson Corridor represents a thriving example of Grand Teton National Park's natural ecological splendor, including habitat for grizzly bears, moose, and wolves.

Construction of a multi-use path through the Moose-Wilson corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park.

A pathway through this corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly and other wildlife habitat.

A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path. It would be a waste of taxpayer and Park dollars to revisit and construct this pathway.

There are numerous other opportunities to improve public recreational use.

Correspondence: 80

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
LIVINGSTON, MT 59047
USA
E-mail:

Correspondence Text

The National Park Service (NPS) must initiate a Supplemental Environmental Impact Statement (SEIS) before reconsidering these previously rejected proposals. The addition of an extra lane on Moose Wilson Road has already been extensively studied, debated, and evaluated over many years. Those reviews concluded that widening the road would have significant adverse impacts on wildlife, expand disturbance into wetlands, and potentially affect culturally significant or native sites. Environmental Impact Statement (EIS) plans were prepared, submitted, and thoroughly reviewed before these elements were rejected.

As someone who lived in the area for many years, I have watched the continued push by cycling advocacy groups for more pavement, regardless of the environmental cost. It is time to say enough. There are many places throughout the valley where people can ride bicycles. Moose Wilson Road is already a highly congested corridor with heavy vehicle traffic, seasonal wildlife movements, and visitors who choose to ride the road despite those conditions.

It is deeply concerning that this administration is willing to revisit proposals that were previously rejected simply because a vocal interest group continues to advocate for them. These organizations appear to be seeking expanded recreational infrastructure rather than protecting the values of a national park. The residents, visitors, and broader public who value this area as a national park want it to remain true to that purpose—preserving its wildlife, natural landscapes, and ecological integrity. Those resources should remain the highest priority in any future decision.

Correspondence: 81

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Camp Hill, PA 17011
USA
E-mail:

Correspondence Text

Oppose the pathway moose- Wilson corridor represents a thriving example of grand National park's natural ecological splendor, including habitats for grizzly bears, moose and wolves. There are numerous other opportunities to improve public recreation use and access within the park.

Correspondence: 82

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Tulsa, OK 74114
USA
E-mail:

Correspondence Text

Look, we as human already have tookn over. So much of wildlife home , it's time for us to stop. We need to protect these beautiful animals that God put here on earth for us to enjoy. Not destroy them by building into their land of course, they're gonna be problems with wildlife. A human. So it's time to stop building on the wildlife land just stop it.

Correspondence: 83

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Tulsa, OK 74114
USA
E-mail:

Correspondence Text

Look, we as human already have tookn over. So much of wildlife home , it's time for us to stop. We need to protect these beautiful animals that God put here on earth for us to enjoy. Not destroy them by building into their land of course, they're gonna be problems with wildlife. A human. So it's time to stop building on the wildlife land just stop it. Let's give these beautiful animals a frightened chance to survive.

Correspondence: 84

Author Information

Keep Private: No
Name: Rachel Fussell
Organization: PeopleForBikes Coalition (Official Rep.)
Organization Type: I-Unaffiliated Individual
Address: P.O. Box 2359
Boulder, CO 80306
USA
E-mail: rachel@peopleforbikes.org

Correspondence Text

On behalf of PeopleForBikes, we are writing in strong support of the Draft Programmatic Agreement (PA) between Grand Teton National Park (GRTE) and the Wyoming State Historic Preservation Office (SHPO) for the Moose-Wilson Corridor Comprehensive Management Plan (CMP). This re-evaluation addresses recreational opportunities that were not considered during the initial compliance review, as required under Executive Order 14314, "Making America Beautiful Again by Improving Our National Parks" (signed July 3, 2025).

The PeopleForBikes Coalition is the sole trade association for U.S. manufacturers, suppliers, and distributors of bicycle products, including electric bicycles. Our 330 members represent companies that produce goods in every segment of the bicycle market, from high-end competition bicycles to affordable kids' bikes. Our members produce the full range of components, parts, and accessories used for bicycling, as well as bicycles and electric bicycles. We also house a nonprofit foundation that speaks for 1.5 million grassroots bicycle advocates and enthusiasts across the United States.

The Moose-Wilson Corridor is one of Grand Teton National Park's most heavily used and ecologically sensitive areas. It is also one of the most dangerous for cyclists and pedestrians. The PA's proposal to construct a new separated multi-use pathway parallel to Moose-Wilson Road, connecting the community of Moose, Wyoming, to the Granite Canyon Entrance Station, is a transformative investment in visitor safety, recreational access, and transportation options within the park. PeopleForBikes has previously expressed support for bicycle access improvements in this corridor, including the LSR Levee Access Pilot Bike Route project, and we are encouraged to see this broader vision advancing through a formal planning process.

PeopleForBikes strongly supports the construction of a separated multi-use pathway as described in the PA. A dedicated, multi-use path along this corridor will provide a safe and accessible riding and walking experience for visitors of all ages and abilities, consistent with our low-stress network principles, which prioritize infrastructure that is comfortable for beginners, families, and experienced riders alike.

The current conditions on Moose-Wilson Road create significant safety risks for non-motorized users. A separated pathway addresses those risks directly, reduces conflicts between cyclists and motor vehicles, and creates a world-class recreational experience worthy of Grand Teton. We encourage GRTE to prioritize the separated pathway as the centerpiece of the corridor's recreational and transportation infrastructure and to design it for the full range of users who will benefit from it.

PeopleForBikes supports the identified additional scopes of work from the CMP that would satisfy the requirements of the EO, which include:

- Realignment of approximately 1.8-mile segment of Moose-Wilson Road on new location between Sawmill Ponds Overlook and the Death Canyon Road Junction.
- Construction of a new separated 10' wide multi-use pathway parallel to Moose-Wilson Road on a new alignment between the unincorporated community of Moose, WY, and the Granite Canyon Entrance Station.
- Restoration of the existing 1.8-mile segment of the Moose-Wilson Road after realignment is completed.

We also encourage GRTE to design the pathway to accommodate Class 1 pedal-assist electric bicycles (e-bikes), consistent with the Department of the Interior's e-bike policy and PeopleForBikes' ongoing efforts to harmonize e-bike access across federal lands. E-bikes expand access to outdoor recreation for people with physical limitations, older adults, and families with young children, groups that stand to benefit most from a safe, separated corridor in this park.

Recommendation: Support for Tribal and Public Consultation Commitments

PeopleForBikes commends GRTE for the depth and breadth of consultation reflected in the PA. The engagement of nine tribal nations, including the Eastern Shoshone Tribe of the Wind River Reservation, the Northern Arapaho Tribe of the Wind River Reservation, and the Shoshone-Bannock Tribes of the Fort Hall Reservation, among others, reflects a genuine commitment to honoring this landscape's cultural and spiritual significance. We support the continuation of this consultation through each phase of design, construction, and historic properties review.

The PA's phased approach to identification, evaluation, and adverse effects mitigation and the requirement that construction not proceed in four sensitive areas: East of Granite Canyon Trailhead, Boulderfield Reroute, LSR Levee Road Southern Entrance, and North of Sawmill Ponds, until historic review is complete, provides meaningful protection for cultural resources while allowing the broader project to move forward. PeopleForBikes supports this framework and encourages GRTE to resource the cultural resource management team accordingly.

Importantly, there are significant mitigation and interpretive opportunities the new Moose-Wilson pathway can provide. It would be a remarkable addition to the visitor experience if the pathway included an interpretive journey teaching today's visitors about the first Native American visitors who walked along the corridor. What better way to experience over 11,000 years of history than a well-interpreted human-powered pathway along the corridor, where visitors can literally follow the footsteps of the first human visitors to Jackson Hole and Grand Teton National Park. Telling that story along the pathway would have meaning to Tribes and park visitors today.

Recommendation: Encourage Efficient Implementation Within the Seven-Year Timeline

The PA's seven-year duration is appropriate given the complexity of a multi-phase infrastructure project that requires phased historic preservation review, tribal consultation, and construction sequencing. However, PeopleForBikes encourages GRTE to move as efficiently as possible within that window. The recreational access benefits of the separated pathway are significant, and the mandate from Executive Order 14314, "Making America Beautiful Again by Improving Our National Parks," is clear. Visitors and gateway communities are waiting for this investment.

We encourage GRTE to establish internal milestones tied to the PA's phased review structure, prioritize funding for the pathway's design and construction, and use the annual reporting requirement to

maintain transparency with the public and consulting parties on project progress.

PeopleForBikes is grateful for the opportunity to provide comments on the Draft Programmatic Agreement. The Moose-Wilson Corridor separated pathway represents one of the most significant bicycle infrastructure opportunities in the National Park System and a chance to model what responsible, inclusive, and historically sensitive recreational development can look like on public lands. We look forward to continuing to engage with GRTE as this project advances and remain available to provide technical assistance, data, or advocacy support.

Sincerely,
Rachel Fussell
Senior Manager of Recreation Policy
PeopleForBikes Coalition
rachel@peopleforbikes.org

Additional Studies and Research on the Safety Benefits of Bicycle Infrastructure

Safety Benefits of Investing In Active Transportation

Teschke et al - Route Infrastructure and the Risk of Injuries to Bicyclists

"Cycle tracks had the lowest injury risk, about one-ninth the risk of the reference route type. Bike lanes on major streets with no parked cars and off-street bike paths had nearly half the risk of the reference. These findings reinforce some conclusions of our recent review: that busy streets are associated with higher risks than quiet streets; and that bicycle-specific facilities are associated with lower risks."

Marshall and Ferenchak - Why Cities With High Bicycling Rates Are Safer For All Road Users

"Our results suggest that improving bike infrastructure with more protected/separated bike facilities is significantly associated with fewer fatalities and better road safety outcomes for all road users. It stands to reason that such infrastructure may help improve bicyclist safety. Then again, our study finds protected/separated bike facilities significantly associated with better safety for all road users, so such infrastructure may have a traffic calming effect and facilitate safer speeds."

Ferenchak and Marshall - Traffic Safety for All Road Users

"There was also evidence that lower levels of driving were associated with improved pedestrian safety. This finding resonates with past research that similarly found that it was not so much the proliferation of any one non-driving mode that improved traffic safety, but instead, the lower levels of driving that correlated most strongly with decreased traffic fatality rates."

Safe and protected bike infrastructure improves road safety for ALL road users.

- In 2012, Teschke and colleagues found that streets with protected bike lanes experienced 90% fewer injuries per mile than streets without bike infrastructure.
- Research conducted by Marshall and Ferenchak in 2019 revealed that cities with protected bike lanes experienced 44% fewer fatalities for all road users and 50% fewer serious injuries compared to average cities, meaning protected bike lanes make roads safer for everyone, regardless of transportation mode.
 - In both international and U.S. contexts, transit-oriented communities had a significantly lower fatality rate than car-centric communities. Specifically, in the U.S., the fatality rate was five times lower in transit-oriented communities. This results from a combination of lower vehicle speeds due to urban design as well as a reduced volume of cars from increased utilization of alternate modes of transportation.
 - Only half of drivers are comfortable driving near people riding bikes on roads without bike

infrastructure. That number increases to between 79-100% with protected bike lanes.

- A 2009 review of 23 studies on injuries related to riding a bike found that off-road paths, on-road marked bike lanes, and on-road bike routes are where cyclists are the safest.
- A 2020 U.S. Department of Transportation Federal Highway Administration report found that adding bike lanes can reduce crashes by as much as 49%.
- In 2007, Seville, Spain, expanded a network of protected bike lanes from 7.5 to 93 miles. Between 2007 and 2013, bike trips increased by 435% while the risk of being involved in a crash with a motor vehicle dropped by 61%.

Bike infrastructure leads to many positive public health outcomes.

- Bike infrastructure upgrades that improve road safety reduce healthcare-related costs from crashes and crash-related injuries.
 - A National Complete Streets Coalition analysis found that 37 communities collectively averted \$18.1 million in crash and injury costs in just one year.
 - The cost savings from averting crashes and related injuries typically far exceed the original investment in bike infrastructure upgrades. The National Complete Streets Coalition analysis found that when West Jefferson, North Carolina, invested \$300,000 in a Complete Streets project, it saved more than \$2.7 million in health care costs in the first year alone.

How Bike/Ped Infrastructure Leads to Lower Road Fatality Rates: U.S. Success Stories

Hoboken, New Jersey - Hoboken has seen no traffic deaths in recent years and serious injuries to bicyclists, pedestrians, and motorists have dropped significantly as well. This is due to the implementation of Vision Zero design principles. Mayor Ravi Bhalla has implemented several changes to street design under the Vision Zero framework. Many of the changes involve improving visibility at intersections, slowing down cars, and shortening pedestrian crosswalks.

Los Angeles, California - A new report by a bicycle advocacy group in Los Angeles County found that the vast majority of deadly collisions involving cyclists happened on roads that don't have dedicated bike lanes. The report by BikeLA looked at the 26 deadly bicycle fatalities in 2022 to determine common factors between them. The most regular contributing factor in the deadly crashes was a lack of dedicated infrastructure for cyclists. The report identified four key factors that played a role in the deadly crashes: posted speed limit for vehicles, multiple lanes of traffic, lack of dedicated bike lanes, and poor street lighting.

Correspondence: 85

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Tahoe City, CA 96145
USA
E-mail:

Correspondence Text

My husband was a photographer, and we spent many weeks over the years visiting Grand Teton National Park. The Moose-Wilson corridor was a favorite spot for all the wildlife - grizzlies, black bears, moose, elk, beaver, and many more.

Building a paved 'multi-use path is a really bad idea. It will negatively impact wildlife and fragment habitat, including valuable wetlands. This corridor is heavily vegetated and the route is winding, limiting vision. A paved path will bring lots of people, many NOT aware of wildlife protocols, with kids, strollers, and dogs. It's a prescription for increased and dangerous conflicts, especially with grizzlies who are very active in the area in fall. People will be hurt, or killed, and wildlife will be disturbed, or killed. Grand Teton NP will be liable, and subject to expensive lawsuits.

In addition, attempting to re-interpret a completed 2016 environmental review, which resulted in a Record of Decision to NOT construct this path, without a new EIS cannot be legal, and will also lead to lawsuits. There have also been many changes since 2016 that would require a new EIS, along with potential impact to Native American Archeological sites.

There are many existing and potential areas in the Park for pathways that are not through such dense, rich and valuable wildlife habitat, that are much safer for visitors and also offer better opportunity for wildlife viewing. Please do NOT move ahead with this paved path.

Correspondence: 86

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA
E-mail:

Correspondence Text

Please do all environmental impact and cultural impact surveys and studies regarding the Moose Wilson Corridor before making any changes. It is such critical wildlife habitat and must have many cultural attributes to take into serious consideration before further impact is created. Do not bypass this.

Correspondence: 87

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Estes Park, CO 80517
USA
E-mail:

Correspondence Text

Please keep the signed ROD, as is, and do not add a separate pathway. Doing so will help to protect cultural and natural resources on the scenic Moose-Wilson Roadway. More access is not needed. This is a rare resource. In the long run, protecting it as much as possible will serve future generations in the wisest way, while allowing cultural resources to exist without further disturbances. The wildlife is valued for its own sake and needs no further habitat loss. People can see the wildlife in the existing corridor without adding yet another pathway. I feel disbelief thinking this well thought out decision is under reconsideration. Read the poem by Mary Oliver, "Extending the Airport Runway." Her philosophy fits well here. We don't need more; we need less. Thank you

Correspondence: 88

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Henderson, NV 89074
USA
E-mail:

Correspondence Text

Please reconsider this path that will disrupt the animals who live there but have no voice. It's unfair to keep taking away their homes & then people are in an uproar if a bear tries to break into a house or tragically, attacks someone. Where are the animals suppose to go, our homes in the city? That's ridiculous, right? So is continually taking away OUR animals habitat. God entrusted humans to care for all animals & we are doing a lousy job of it. Please be a voice for the animals & say NO!!

Correspondence: 89

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Houston, TX 77062
USA
E-mail:

Correspondence Text

I am against the repeal of the roadless rule. The parks are already too crowded and causing harm and conflict with wildlife. Public land was always intended for the enjoyment and preservation of wild areas and the animals that live there.

Correspondence: 90

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Chesterfield, MI 48047
USA
E-mail:

Correspondence Text

I am strongly urging that a pathway be built to help protect our beautiful wildlife and limit interactions with humans as well as death to these animals from motor vehicle accidents.

Correspondence: 91

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Ogden, UT 84404
USA
E-mail:

Correspondence Text

Please leave our wildlife alone. We are crowding them out of their home and v their lands. Stop building roads and the extra hotels.

Correspondence: 92

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bozeman, MT 59718
USA
E-mail:

Correspondence Text

The old Head Ranger, a neighbor, says "whoever thinks that's a good idea has forgotten the main function of this Park, to conserve." Also says whoever calling shots "doesn't know their ass from a hole in the ground." Teddy Roosevelt, a REAL AMERICAN, will be coming for you, from beyond the grave.

Correspondence: 93

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Ashton, ID 83420
USA
E-mail:

Correspondence Text

There should not be a multi use path built between Wilson and Moose in the Tryon Natioal Park area. There is already too much interruption to the many species of this very important wildlife corridor. More human activity will surely result in unfavorable and possibly dangerous encounters with especially bears and moose. This only ends up with the wildlife being eliminated!! Keep this area as it is !!

Correspondence: 94

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Sandy, UT 84092
USA
E-mail:

Correspondence Text

I just returned from the Grand Teton National Park this last week. We have a home up there and are very aware of the Moose-Wilson area and infact I drove that road on Sat. I am against putting the pathway through the area. I believe that this will be detrimental to the wildlife and could cause harm to wildlife and Humans by increasing interaction between the two and in that instance the wildlife always looses. The bears are relocated , which often is unsucessful or more commonly are euthanized. We need to protect the land and the wildlide and be good stewards of the land. Therefore I am totally against the proposal.

REDACTED NAME

Correspondence: 95

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

Moose Wilson Road should remain as it is without any additional corridors or pathways being added or constructed.

Correspondence: 96

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:

Wilson, AL 83014
DNK

E-mail:

Correspondence Text

Please please please put the brakes on the additional development of the M-W road. Enough is enough. The disturbances it will cause now and in the future with additional vehicles, both cars and bikes is just totally not necessary. We HAVE to give priority to wildlife.

STOP THE FUTURE DEVELOPMENT

Correspondence: 97

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Wilson, WY 83014

USA

E-mail:

Correspondence Text

Please adhere to the agreement as it was originally made.

Correspondence: 98

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA
E-mail:

Correspondence Text

Please leave the Moose Wilson road and corridor as is without further development. This needs to remain a protected wildlife corridor which is a signature feature of the Jackson community. Thanks for your consideration.

Correspondence: 99

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Spokane, WA 99021
USA
E-mail:

Correspondence Text

To the Superintendent, Grand Teton National Park:

Grand Teton National Park and the surrounding national parks, national forests, and wilderness areas mean a great deal to me and so many other Americans. I guided for Exum Mountaineering for four years in the 1980's, kayaked the local rivers, mountain biked the trails, photographed the Tetons and wildlife associated with the park, and even completed my geology degree just south of the park. Back then, the mandate for the rangers was to do no damage and to eliminate human development. The climber guide's cabins near Jenny Lake could only have a limited number of cabins and facilities. Keep the footprint to a minimum. This was a good thing or there would be a huge community of old guides hanging out in their cabins on public land forever.

The public by choosing Plan C desires to reduce development in the park. By adding the trail and straightening the roadway increases access to very sensitive wildlife area. There will be more grizzly encounters, and this will lead to the death of more bears and their cubs. Wildlife and habitat in the 21st century should be given priority over human recreation and convenience. At the very minimum, a supplemental EIS should be done and completed before a decision is made. We're not determining whether a few houses near Jackson should be built or a coffee house allowed in a neighborhood. We're dealing with future preservation of one of the most iconic national parks in the U.S. and even footprints off a trail need to be evaluated. Think back a year ago when a Grand Teton runner was taken to court for trail cutting. That's the care we need from you concerning this project. No harm - no foul.

REDACTED NAME

Correspondence: 100

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Moran, WY 83013
USA
E-mail:

Correspondence Text

Thank you for the opportunity to comment. First, please let me emphasize that my comment is for the resource and the enjoyment of the public within the scope of safety and the limitations of the care of both people and the park inhabitants. The Moose Wilson Road is always popular. As the park wakes up, there may be migratory animals heading back north on their fairly new paths west of the river, as well as bears with cubs, birds singing and the general feeling of hope that comes with every spring. The habitat welcomes these animals and visitors after the resting phase of winter. At its busiest time MW has become a destination for many hoping to witness the tail end of our wildlife's short vibrant season of birthing, nourishment, and finally packing on the pounds in preparation for the challenges of another Wyoming winter. There is joy. Bears, including grizzly bears, finding hawthorn berries that help impregnated mothers build enough fat stores to allow for implantation- Sustenance and Survival encapsulated! The park has been committed to facilitating the protection of people and animals with its vanguard and successful wildlife brigade. People in cars, animals in their habitat ✓

Habitat fragmentation in the form of existing and long term presence of roadway ✓

Animals already conditioned to the presence of roadway ✓

Visitor experience ✓ Visitor Safety ✓ Wonder ✓ Incredible memories ✓ resource protection by staff and volunteers ✓ animal best use of habitat ✓

Overall controlled visitor - resource interface ✓

Introduction of pathway. Habitat disturbance and destruction especially during clearing and construction-far greater than the width of a pathway. Removal of THOUSANDS of trees. They are lungs, homes, shelter, shade, canopy to keep understory cool as temperatures rise, food, future trees, interconnected. Disturbed ground is an invitation to invasive species. Impact goes far beyond edges as fragmentation reduces usable habitat more than what we can see. Noise of machinery will impact animals during construction, nests will be abandoned. Wildlife will not return as their inner 'schedules' usually guide them-will they ever come back to feed and flourish? Will the habitat between the path and the road also be lost to them? The questions above are almost all answered in the negative with the presence of a pathway, but there are a few more considerations as well. People in cars, animals in their habitat ✗ exposed on bikes

Habitat fragmentation in the form of existing and long term presence of roadway ✗ all new and invasive

Animals already conditioned to the presence of roadway ✗ no familiarity with path or fragmentation

Visitor experience ✓✗-subjective. Visitor Safety ✗ -very little opportunity to find safety unlike a car, and riding a bike can stimulate prey response in an animal. Different to hiking where hikers call out to warn wildlife of their imminent approach.

Wonder ✓ Incredible memories ✓

resource protection by staff and volunteers ✓✗-perhaps if more bike path staff are assigned. animal best use of habitat ✗

Overall controlled visitor - resource interface ✗ ADDITIONAL Cost ✗ many millions of dollars that does more to degrade habitat than reduce impact. Percentage of visitors/locals to benefit in relationship to the nearly 4,000,000 entering GRTE every year ?

In closing I urge NPS to reject the proposal to develop an independent bike path on the Moose Wilson Road In Grand Teton National Park, Wyoming.

Correspondence: 101**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001
USA

E-mail:

Correspondence Text

I respectfully submit the following comments on the Comprehensive Management Plan for the Moose-Wilson Corridor in Grand Teton National Park.

As someone who took the time to read and comment on the Draft Environmental Impact Statement (EIS) for the Moose-Wilson corridor over 10 years ago, I am appalled that the National Park Service (NPS) is ignoring the Preferred Alternative in the Final EIS and Record of Decision and planning on implementing parts of an Alternative that was not selected. If the NPS plans to continue down this road of acting on an Executive Order, and ignoring extensive public comment submitted under the National Environmental Policy Act, then at a minimum, the NPS should prepare a Supplemental EIS to fully evaluate the proposed new construction and increased use of an area with numerous significant indigenous archaeological sites that has been determined to be too ecologically sensitive for this level of development. If the proposed development is Implemented, irreversible harm will be done to the ancient sites and the environment.

Thank you for the opportunity to comment (though limited in scope and to only 15 days).

Correspondence: 102**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

To Whom it May Concern... which is all of us.

For over 50 years, I have ridden, on my bicycle, the section of the Moose Wilson road that is in question for a separate bike path. As much as I value other bike paths in the valley, I think the plan should stay with option C. No further development of that corridor. The route as it now exists, feels safe while riding my bike. There are signs telling motorists that bikes have right of way.

Thanks you for considering my opinion.

REDACTED NAME

Correspondence: 103**Author Information**

Keep Private: No
Name:
Organization: Coalition to Protect America's National Parks
Organization Type: I-Unaffiliated Individual
Address: 2 Massachusetts Ave NE Unit 77436 Washington, DC 20013
Washington DC, DC 20013
USA
E-mail: editor@protectnps.org

Correspondence Text

July 8, 2026

National Park Service, Grand Teton National Park

Subject: Comment on Revised Draft Programmatic Agreement for the Moose-Wilson Road Comprehensive Management Plan

The Coalition to Protect America's National Parks (Coalition) is comprised of more than 5,000 members, all of whom are retired, former, or current National Park Service (NPS) employees or volunteers who collectively represent more than 50,000 years of national park management and stewardship experience. The Coalition studies, educates, speaks, and acts for the preservation of America's National Park System. Among our members are numerous former employees of Grand Teton National Park, include some who were involved in the previous planning effort.

We strongly object to reconsideration of a portion of the Moose-Wilson Road Comprehensive Management Plan and to your method of asking, not for public input on the merits of revisiting a multi-year planning process that engendered strong and varied public opinions, but only for comments on a revised draft programmatic agreement (PA) with the Wyoming State Historic Preservation Office (WYSHPO). This fails to provide the public with any persuasively stated rationale for reopening a decision made a decade ago. To the contrary, the only stated purpose of such reconsideration in the draft PA is to enhance recreational opportunities under recently Executive Order 14314. Such a mandate is not the sole—nor we would argue—primary purpose of national parks. The National Park Service (NPS) Organic Act, established by the U.S. Congress in 1916 (39 Stat 535), mandated the NPS to conserve park scenery, natural and historic objects, and wildlife, while managing them "unimpaired for the enjoyment of future generations."

The revised draft PA admits that the newly reconsidered alternative, which was rejected in the original 2016 Record of Decision for the Moose-Wilson Corridor, would have an adverse effect on Moose-Wilson Road (documented by the Wyoming WYSHPO as site 48TE1205) and also to the Sawmill Ponds archeological site (48TE498), both of which are eligible for listing in the National Register of Historic Places. The draft PA also admits that additional cultural properties, the LSR Site (48TE1959) and Grey Owl Sites (48TE1961), although yet unevaluated for the National Register, would be adversely affected by the proposed action, which would realign 1.8 miles of the Moose-Wilson Road and construct a separated multi-use pathway along the road.

The draft PA appropriately does not yet propose final mitigating measures while awaiting completion of consultation with the WYSHPO, with other consulting parties, and with eleven American Indian

tribes listed in the PA. However, the draft PA does imply that the NPS believes resolution to an adverse effect could be to prepare, record, and archive Historic American Landscapes Survey documentation of the sites. This essentially would document destruction of a historic landscape and prehistoric archeological sites for the purposes of building and constructing a pathway for a comparatively small number of persons, whether non-resident visitors or, we would suggest, primarily residents of the area in and near Jackson Hole.

NPS' longstanding practice under Section 106 has been to avoid or minimize adverse effects on historic properties. The original 2016 agency decision did not select analyzed alternative B, "primarily because the proposed realignment of the Moose-Wilson Road would result in significant and irreversible adverse impacts on archeological resources..." and "a substantial loss of the historic character and cultural integrity of the road corridor." Alternative D was similarly not selected for numerous reasons, the first of which mentioned in the previous ROD was "because it would have the same significant adverse impacts on archeological resources, historic character, and cultural landscape integrity as alternative B."

Such admitted serious consequences for the cultural resources of Grand Teton National Park deserve, at the very least, not just consultation with tribes, the WYSHPO, and other parties interested in historic properties, but with the broader public that was and has continued to be engaged in planning and management of the Moose-Wilson corridor. We believe that, if the NPS is determined to pursue reconsideration of a portion of the 2016 ROD, their admission of direct adverse effects on known cultural resources warrants full reconsideration under the National Environmental Policy Act (NEPA) through preparation of a new environmental impact statement, with associated public scoping and a comment period of at least forty-five days as required under the law.

Thank you for considering our input on this important issue.

Sincerely,

Cheryl A. Schreier
Chair of the Executive Council
Coalition to Protect America's National Parks

Email: Editor@protectnps.org
Mail: 2 Massachusetts Ave NE, Unit 77436, Washington, DC 20013
Web: www.protectnps.org
Phone: (202) 819-8622

cc: Sara Sheen, Wyoming State Historic Preservation Officer

Correspondence: 104**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

While this would be a good opportunity to reroute the road away from the riparian zones, I am against this project.

In short, adding more human impact and more impervious surfaces with intensive disturbance during construction and increased use after is not a worthwhile endeavor. The road, with it's narrow and winding character, acts as natural speed control, allowing bikes and cars to coexist as is.

I would consider supporting the reroute without the additional bikepath.

Thanks!

Correspondence: 105**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

Dear Superintendent,

I am writing to urge Grand Teton National Park to reject the proposed paved pathway through the Moose-Wilson Corridor.

The 2016 Environmental Impact Statement selected a management plan that prioritized protecting this exceptionally sensitive wildlife habitat by limiting new development and minimizing disturbance. Constructing a new separated paved pathway through previously undisturbed habitat would undermine those commitments by fragmenting critical habitat for grizzly bears, moose, birds, and other wildlife, while also putting irreplaceable Indigenous archaeological sites at risk.

If the Park is considering changes to the 2016 decision, I respectfully request that the National Park Service prepare a Supplemental Environmental Impact Statement before moving forward. Such a significant departure from the adopted plan warrants a thorough environmental analysis and meaningful public review.

Please continue Grand Teton National Park's long tradition of conservation by protecting the Moose-Wilson Corridor for future generations.

Thank you for your consideration,

REDACTED NAME

Correspondence: 106**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA

E-mail:

Correspondence Text

I'm writing in objection to the new plan for the bike path on the Moose Wilson Road. Ignoring the 2016 Environmental Impact Statement makes no sense and violates the accompanying Record of Decision. The Moose Wilson Road is one of the wildlife hotspots reaching far beyond Grand Teton's boundaries. Pick up the latest Park handout and it will direct you to the Moose Wilson Road if you want to experience iconic wildlife, it's a special place.

The 2026 proposal which ignores the findings of the 2016 EIS is counter to the Park Service mission "to conserve unimpaired the natural and cultural resources of the National Park System for the enjoyment, education, and inspiration of current and future generations." The proposed pathway puts recreation first at the expense of wildlife and archeological resources, it does not conserve unimpaired the natural and cultural resources for future generations. If Grand Teton was a National Recreation Area, it might be appropriate though still not a safe place for a bike path.

I've experienced the Moose Wilson Road for more than four decades as an individual, a former NPS ranger, as a wildlife guide, as a parent, and a devotee of the National Park system. I've also cycled the road and as much as I love the sport, I don't want to scare away wildlife, nor do I feel safe invading their space. It's too easy for locals to think Grand Teton should be managed for them rather than for all Americans. Biking can happen all over the country but the chance to see a bear, (grizzly or black), an elk, an owl, and even a deer is far rarer and even uncommon.

If such a plan for a new bike is to be presented fairly, a new EIS must be implemented.

I'll never forget my son seeing a grizzly bear on the Moose Wilson Rd. and exclaiming it was the first he'd ever seen. I asked "what about the ones we've seen in Yellowstone?" His answer, "oh, you mean those little dots". He'd clearly never seen a griz up close until the Moose Wilson Road sighting.

Please stop this terrible proposal.

"National parks are the best idea we ever had. Absolutely American, absolutely democratic, they reflect us at our best rather than our worst." [1]Wallace Stegner 1983

Respectfully yours,
REDACTED NAME
Wilson, WY

Correspondence: 107**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WA 83001
USA

E-mail:

Correspondence Text

I am writing to comment on the proposed Moose-Wilson pathway. I am an avid cyclist and use Jackson and Wilson's bike pathways on a daily basis, but I DO NOT believe it is in the best interest of the park or cyclists to build this additional pathway. It will fragment critical habitat, result in additional, dangerous interactions with wildlife and erode the beautiful wildness of the park. Additionally, this pathway possibility has already been researched and decided against. Thank you.

Correspondence: 108**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

Dear NPS,

I am writing as a landowner and citizen of Teton County, Wyoming and oppose any bike, multi use pathway in Grand Teton National Park (GTNP) and specifically in the Moose Wilson corridor.

This project will fragment critical wildlife, harm natural landscapes, destroy scenic values and will not increase recreational access. It will not accomplish the attempted goal of greater access, it only has negative consequences.

The Moose to Wilson corridor is valued for its critical wildlife habitat and is one of the only portions of GTNP which has been managed for its conservation values. It is essential and relatively pristine habitat for all species of ungulate. It is used regularly by Grizzly Bears, black bears and has long been a favorite area for nesting waterfowl, raptors and songbirds. Pathways have a huge impact on the landscape, not only is construction noisy and landscape altering, but ultimately bifurcates wildlife habitat and hampers wildlife movement. This area is one of the last intact migration zones for animals to move along the Snake River unimpeded. Studies have proven that wildlife avoid roads avoid large disturbances. A pathway will only increase human and bear conflicts, not to mention stress calving and mothering ungulates.

Currently, the two lane, slow road has a large shoulder ideal for bikes and ebikes. It already allows access and does not need a very expensive, high maintenance, separate and distinct pathway through this corridor. The road surface has been upgraded and re routed and currently serves recreationists in all capacities. There is no problem, so do not fix a problem that does not exist. It already provides recreational opportunities and access. If one needs a paved pathway, there are many to choose from, but leave this corridor alone.

I use this corridor from time to time to access trails and have ridden my bicycle along the Moose Wilson Road. I walk and ride my horse on the interior trails along the Snake River commonly and love seeing wildlife doing their natural habits without hordes of people zipping along on ebikes and a 12 foot wide paved pathway bifurcating animal movement. Leave some highly critical habitat alone. I absolutely hate looking at a pathway that has cut trees, disturbed the ground and is littered with noxious weeds. I want a nice single track through the forest where one can listen to elk bugle in the fall.

This project was extensively analyzed in 2016 and found to have significant impact to wildlife and scenic qualities within GTNP, that continues to this day. It is a significant expense to think of this idea being revitalized. The impact is not worth the expense. I strongly oppose any and all multi use pathways in the Moose Wilson corridor of GTNP.

Correspondence: 109**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001

USA

E-mail:

Correspondence Text

Please do NOT go forward with the plan to construct a multi use path along the road that goes through our fragile park territory next to the Moose Wilson Road. As you know this was fully studied and vetted with an EIS in 2016 and was ruled out due to its adverse impact on wildlife, vegetation, hydrologic processes as well as the safety of users. The disturbance and upheaval such construction and pathway would create will be unrecoverable and inexcusable. You know better! Please do not succumb to political and commercial influences. Please value our fragile wildlife and landscapes for now and for future generations. You won't be able to take this back.

Correspondence: 110**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

Dear Sir or Madam,

Thank you for the opportunity to comment on the proposed pathway in Grand Teton National Park along the Moose-Wilson corridor.

I was a member of the Teton County Board of Commissioners in 2016 when they first decisions were made regarding the Moose-Wilson corridor. I saw through significant number of public meetings regarding the topic. I am certain there are still members of the Park Service who recall that this was an incredible thorough and open process both in the county and ultimately in the decision making body, the Park Service. Different scenarios were thoroughly considered and vetted and ultimately it was decided that this corridor was not appropriate for a separated pathway.

The ultimate decision respected that this is a sensitive wildlife corridor that needed more protections than in other areas. There are many areas in Teton County on which to ride a bike. Pathways are a great asset to this community, but are our wild spaces and wildlife.

Please, if you are going to revisit this decision, do a supplemental EIS for the benefit of the public and the wildlife that use that sensitive corridor.

We see every year the increased pressure on these still wild, awe inspiring places.

Thank you for your time and service.

REDACTED NAME

Correspondence: 111**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Summerville, SC 29486
USA

E-mail:

Correspondence Text

I'm opposed to the building of this Highway thru our country's National Park. The animals that live there will suffer!!!

Correspondence: 112**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I adamantly oppose the addition of a pathway along the moose-wilson corridor. This was studied, debated and agreement reached to NOT build for the very obvious reasons of protecting and preserving this beautiful, unique and fragile ecosystem. I am a bike rider but I do not need to ride through the moose -wilson corridor Already there are too many cars. Let's do the right thing for this amazing GTNP!

Correspondence: 113**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83002
USA

E-mail:

Correspondence Text

The National Park Service should begin a Supplemental EIS to evaluate the proposed new pathway in an area that has already been determined to be too ecologically sensitive for this degree of proposed construction and new uses. I thank my friend Joan Anzelmo for providing the words and reminding me to write this.

In my own humble citizen words, I am terribly annoyed that NPS is required to go over this entire issue again, after we all thought it was settled in 2016. The "Alternative C" that we voted on and was settled on, limited new development and disturbances in this corridor of Grand Teton NP. Bears and other wildlife need to be undisturbed; bicyclists do not need a pathway through this already crowded area. Traffic levels should be carefully managed, and that includes bicyclists and even pedestrians.

We DO NOT NEED A BICYCLE PATH to parallel the Moose-Wilson Road.

Correspondence: 114**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Sandia Park, NM 87047
USA

E-mail:

Correspondence Text

I love Teton National Park!

Why, if it was already decided in a 2016 decision, would you be wanting to make a pathway through pristine wildlife habitat? This will destroy ecosystems and could potentially set you up for more negative human-wildlife conflicts. This is grizzly country, yes? They need space are being threatened with delisting. Don't take away their wild areas! Please don't create this pathway you already decided against. Seems like a backward move.

If anything keep more areas in the park wild!

Thank you!

REDACTED NAME

Correspondence: 115**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

No such pathway is needed as the recently completed pavement of the gravel section makes travel on bikes easy and safe, without further disturbing wildlife. There are numerous trails for those interested in walking in the area.

Correspondence: 116**Author Information**

Keep Private: No
Name: Katherine Dowson
Organization: Friends of Pathways (Official Rep.)
Organization Type: I-Unaffiliated Individual
Address: PO Box 2062
Jackson, WY 83001
USA
E-mail: katherine@friendsofpathways.org

Correspondence Text

July 8, 2026

Superintendent Chip Jenkins
Grand Teton National Park
Moose, WY 83012

Re: Public Comment on the Draft Programmatic Agreement between Grand Teton National Park and the Wyoming Historic Preservation Officer regarding the Moose-Wilson Corridor Comprehensive Management Plan

Dear Superintendent Jenkins,

Friends of Pathways, a nonprofit organization that champions a safe and sustainable trails and pathways network in Teton County, writes in strong support of the Draft Programmatic Agreement between Grand Teton National Park and the Wyoming State Historic Preservation Office regarding the Moose-Wilson Corridor Comprehensive Management Plan.

We support Grand Teton National Park's re-evaluation of the Plan for recreational opportunities, as called for under Executive Order 14314, Making America Beautiful Again by Improving Our National Parks. This process provides an important opportunity to advance long-needed safety, access, and resource-protection improvements in one of the park's most heavily used and sensitive corridors.

Friends of Pathways supports the additional scopes of work identified in the Draft Programmatic Agreement, including:

Realignment of approximately 1.8 miles of Moose-Wilson Road on a new location between Sawmill Ponds Overlook and the Death Canyon Road Junction; Construction of a new separated, 10-foot-wide multi-use pathway parallel to Moose-Wilson Road on a new alignment between Moose, Wyoming, and the Granite Canyon Entrance Station; and Restoration of the existing 1.8-mile segment of Moose-Wilson Road after the realignment is completed.

The Moose-Wilson Corridor is a treasured part of Grand Teton National Park, but current conditions create significant safety risks for people walking and bicycling. A separated multi-use pathway would directly reduce conflicts between motor vehicles, cyclists, and pedestrians while creating a safer, more accessible, and more enjoyable visitor experience for people of all ages and abilities. This is exactly the type of low-stress, family-friendly infrastructure that allows more people to experience Grand Teton without relying solely on a car.

While Grand Teton National Park has determined that the undertaking will have an adverse effect on the existing Moose-Wilson Road cultural landscape and other historic properties, the project also offers a meaningful opportunity to address existing natural resource impacts, improve visitor safety, and restore portions of the corridor. We believe the potential effects of the road realignment and pathway can be carefully designed to avoid, minimize, and mitigate impacts to cultural and wildlife resources. For example, using existing disturbed corridors such as the Levee Access Road and the Laurance S. Rockefeller Preserve access road for walking and bicycling could reduce the need for more than one mile of new pathway construction. We encourage GRTE to continue exploring practical and creative design and management techniques that protect cultural, historic, and natural resources while allowing the project to move forward.

We also commend GRTE and SHPO for establishing a phased approach to identification, evaluation, and treatment of historic properties. The Draft Programmatic Agreement's requirement that construction not proceed in sensitive areas until identification, evaluation, and mitigation are complete provides meaningful protection for cultural resources. We strongly support continued consultation with Tribal Nations, SHPO, consulting parties, and the public through each phase of design and construction.

Notably, this project presents a remarkable interpretive opportunity. We encourage GRTE and SHPO to use the Historic Properties Treatment Plan not only to mitigate adverse effects, but also to help visitors better understand the deep cultural history of the Moose-Wilson Corridor. Through public presentations, research, interpretive signs, and pathway-based storytelling, the corridor could become an educational journey that honors the thousands of years of human history in this landscape. A well-interpreted, human-powered pathway would allow visitors to literally follow in the footsteps of the first people who traveled through Jackson Hole and what is now Grand Teton National Park. Telling that story in close consultation with Tribal Nations would add significant meaning for visitors today.

Friends of Pathways also encourages GRTE to move as efficiently as possible within the seven-year duration of the Programmatic Agreement. We understand the complexity of this project and the importance of careful historic preservation review, tribal consultation, and phased construction. At the same time, the safety, access, and transportation benefits of a separated pathway are significant. We encourage GRTE to establish clear internal milestones, prioritize funding for design and construction, and use the annual reporting process to keep the public and consulting parties informed on progress.

The Moose-Wilson separated pathway represents one of the most important bicycle and pedestrian infrastructure opportunities in Grand Teton National Park. Done well, it can model responsible, inclusive, and historically sensitive recreation planning on public lands. It can improve safety, expand access, reduce user conflicts, protect sensitive resources, and deepen public understanding of the cultural significance of this extraordinary corridor.

Thank you for the opportunity to comment. Friends of Pathways strongly supports the Draft Programmatic Agreement and looks forward to continuing to engage with Grand Teton National Park as this important project advances.

Sincerely,

Katherine Dowson
Executive Director

Correspondence: 117**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Nampa, ID 83686
USA

E-mail:

Correspondence Text

To Whom It May Concern,

I am writing in support of a safe, separated pathway connecting Moose in Grand Teton National Park to Teton Village. My wife and I biked from Victor, Idaho, to Grand Teton National Park in 2023 along some wonderful pathways, but there are still some missing connections that would allow for safer options for all users to connect to the national park and the communities of Moose, Teton Village, and Wilson. A separated pathway would provide a safer, low-stress option for people of all ages and abilities to experience Grand Teton without relying only on a car. With careful design, the Moose-Wilson Corridor can be improved for visitors, wildlife, and the landscape itself. A well-designed pathway can coexist with wildlife and cultural resources. This is a chance to improve safety, protect natural resources, expand access, and create a lasting nonmotorized connection for future generations. Please support the Moose to Wilson Pathway.

Thank you for your time.

REDACTED NAME

Correspondence: 118**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Nampa, ID 83686
USA

E-mail:

Correspondence Text

To Whom It May Concern,

I am writing in support of a safe, separated pathway connecting Moose in Grand Teton National Park to Teton Village. My husband and I biked from Victor, Idaho, to Grand Teton National Park in 2023 along some wonderful pathways, but there are still some missing connections that would allow for safer options for all users to connect to the national park and the communities of Moose, Teton Village, and Wilson. A separated pathway would provide a safer, low-stress option for people of all ages and abilities to experience Grand Teton without relying only on a car. With careful design, the Moose-Wilson Corridor can be improved for visitors, wildlife, and the landscape itself. A well-designed pathway can coexist with wildlife and cultural resources. This is a chance to improve safety, protect natural resources, expand access, and create a lasting nonmotorized connection for future generations. Please support the Moose to Wilson Pathway.

Thank you for your time.

REDACTED NAME

Correspondence: 119**Author Information**

Keep Private: No
Name:
Organization: none
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am a frequent visitor to GTNP and I am against the addition of a separate pathway because of the disruption to wildlife and the potential for increased human and wildlife conflicts in that corridor if the separate pathway is added.

Correspondence: 120

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Teton Village, WY 83025
USA

E-mail:

Correspondence Text

I am writing in support of building the Moose Wilson Pathway.

My wife and I ride from our home in Teton Village into the Park via Moose Wilson Rd and then on, say to Jenny Lake, quite frequently, multiple times a week.

The Pathway would greatly increase the riding experience and greatly reduce bike - vehicle conflicts. I have far too many times been almost taken out by cars. It can be a very stressful experience. I also get stuck behind car traffic jams but that's a secondary concern compared to the safety issue.

Particularly dangerous is that steep hill coming back to the Village just past the Laurence Rockefeller preserve. It's narrow, winding, and blind corners. It's very dangerous for cyclists. There are a number of other such dangerous spots that the Pathway would eliminate.

Best,
REDACTED NAME

Correspondence: 121**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I am opposed to the proposed Moose Wilson bike path. The EIS is over 10 years old. A new one should be undertaken before any decisions are made. I am concerned about the Native American history sites that could be damaged and destroyed. I am extremely concerned about wildlife safety and bicyclist safety given the wildlife. There are often bears and moose close to the road. What will happen when a bike path bisects their habitat. Please do not rush forward with this proposal. Thank you

Correspondence: 122**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I would definitely ride this road/path more often if there was a protected path away from cars who do not stay in their lane and who are distracted watching for wildlife. I'm very surprised there have not been more accidents there. This would be a dream path! I've ridden when no car traffic was allowed and it is truly an amazing area, fragrances and sounds you can pick up when you're not tense going around each curve. Yes please make this pathway!!

Correspondence: 123**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

The Moose-Wilson Corridor is a unique and vital wildlife ecosystem. Human interests MUST take a backseat to the conservation of land, water, and wildlife. It is my understanding that the federal administration is encouraging recreation infrastructure, like this pathway. None of us have the right to affect this critical ecosystem. It should be here, untouched, long after we are gone.

If people are brave enough to bike that corridor, let them use the existing road. It's crazy to send families on rental bikes through the heavily populated bear territory under the auspices of a "safe" bikepath. There's a rental shop near me, and the bike renters are often wobbly on the bikes. Beginner or rusty bikers do not belong riding in the M-W Corridor.

Please fight for the Park and everything that lives there. This is not Disneyland. It's ok if some people don't see some of the park.

Also, your public comment period is much too short, and you've not done your 106 due diligence regarding the potential archeological sites in the area. I understand that this has been a long and contentious subject. Please find a way to walk away from this contract before it's too late.

Thank you.

Correspondence: 124**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Wilson, WY 83014

USA

E-mail:

Correspondence Text

I strongly support a biker / pedestrian path to run alongside the existing Moose Wilson road. It is dangerous as currently configured, and a bike path would ensure broader access and safer access. Hopeful that this comes to fruition. Thank you

Correspondence: 125

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am in support of a Moose-Wilson pathway connection through Grand Teton National Park on the Moose-Wilson road!!

I have lived in this community for 40 years and this is a critical link in the pathway network. The road is narrow and dangerous for cyclists. This would be another world class pathway in the park and links with the existing pathway to Jenny Lake.

Thank you.

REDACTED NAME

Correspondence: 126**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I support the Moose- Wilson separation of bike path and road out of the wetland areas. The increased activity would be better suited outside those areas and separate from bikes and families walking a path

Correspondence: 127

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I support a safe pathway for pedestrians, bikers and most importantly wildlife.

Correspondence: 128**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

No pathway through the Moose Wilson corridor in Grand Teton National Park.

The park actually needs a supplemental EIS because of changes that have occurred since the last one was completed. Also the fact we were given only 15 days to comment on the plan. This pathway created fragmentation of the land, it endangers native american archaeological sites and creates a high possibility of wildlife and human conflicts. The park has a mission to protect wildlife, wetlands and archaeological sites.

Correspondence: 129**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

Moose Wilson Road is already too busy. Adding an additional pathway adjacent to the road will further enhance wildlife disturbance. Please do not create more public access to a wild place.

Correspondence: 130**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

My wife and I regularly bike the moose Wilson Road. Since it has been fully paved, it is a lot better. Nonetheless it remains a dangerous place for cyclists. Drivers get frustrated... Cyclist get frustrated and people just out to enjoy themselves on a simple afternoon ride get frustrated. It would make the whole experience far more safe and enjoyable if there were a separate bike path. We would love to see it happen!

Correspondence: 131

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I support more safe pathways including the Moose Wilson Rd project.

Correspondence: 132**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Redondo Beach, CA 90278
USA

E-mail:

Correspondence Text

Please do not build a bike path along Moose-Wilson Road! This is a beautiful area that is enjoyed best via horseback. The bike path would disrupt wildlife sightings and provide potentially dangerous interactions between bikers and equestrians.

Correspondence: 133**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Rancho Palos Verdes, CA 90275
USA

E-mail:

Correspondence Text

I'm all for bike trails BUT, not at the expense of existing horse trails. Horses and bike should never be on the same trails. With the advent of new electric bikes, the problem is only getting worse. There is high risk to equestrians when a bike zooms up on a horse. No reason to create a problem by having bikes on the same trails.

Thanks for reading my comment
REDACTED NAME

Correspondence: 134**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Rogersville, TN 37857
USA

E-mail:

Correspondence Text

Please do not amend the 2016 plan by incorporating a bike path within the Moose-Wilson corridor. By building this bike path it would drastically increase the number of pedestrians, as well as the building of the bike path itself, would most definitely impact wildlife, plants, trees, & many Native American archaeological sites in that area. Please leave the 2016 original plan in place just as it is now.

Correspondence: 135**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Hiawasse, GA 30546

USA

E-mail:

Correspondence Text

The world is changing so fast let's all take a step back and just breathe. More development isn't always a positive. While I understand and appreciate the interest in creating a bike path so more can enjoy the beauty of GTNP. I've been visiting the area since the late 1970's. I'm a biker but it would break my heart to see this change. Take a stroll, just sit, breathe in the beauty of the area and let's keep a few things unchanged for future generations to enjoy an undeveloped and peaceful place.

Correspondence: 136**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Indianapolis, IN 46250
USA

E-mail:

Correspondence Text

I am very much against bicycle paths being created through the park and that would be shared with horses. This not only disturbs the natural forest plants, it will negatively impact wildlife and create dangerous situations for horses and riders. I have been riding for over 20 years and have been to the Grand Tetons on riding vacations, so I am speaking from experience. Please do not create paved paths for bikes and do not have them on the same paths as horses. It would be disastrous.

Thank you.

Correspondence: 137**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

Hi, I am writing in support of the addition of a safe, separated walk and bike path along the Moose Wilson corridor in Grand Teton National Park.

"

The Moose-Wilson Pathway would complete the critical missing link in the 30-mile Grand Loop pathway connecting Moose, Jackson, Wilson, and Teton Village. This long-needed connection would improve safety, expand access to Grand Teton National Park, support alternative transportation, and reduce conflicts between vehicles, cyclists, and pedestrians.

Today, people walking and biking must share a narrow, busy roadway with vehicle traffic in one of the park's most heavily used and sensitive corridors. Families, youth riders, visitors, employees, and less experienced cyclists are especially vulnerable. A separated pathway would provide a safer, low-stress option for people of all ages and abilities to experience Grand Teton without relying only on a car.

A well-designed pathway can coexist with wildlife and cultural resources when paired with thoughtful routing, seasonal closures, adaptive management, visitor education, and continued consultation with Tribal Nations and preservation experts. It can also help visitors better understand the deep human history of this corridor — creating a meaningful, human-powered way to experience the landscape.

"

Correspondence: 138**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Orlando, FL 32828
USA

E-mail:

Correspondence Text

I am both a cyclist and a horse rider. This change would endanger both the cyclists and the horses. I have been on horses that balk at things like sticks or cans on the side of the trail. A cyclist appearing rapidly and silently will likely result in accidents that hurt both the people and the horses. There are already plenty of bike trails in this area, please don't add these bike and multi-use trails, they are unnecessary and potentially very dangerous. Thank you.

Correspondence: 139**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
jackson, WY 83001
USA

E-mail:

Correspondence Text

Comment on Draft Programmatic Agreement — Moose-Wilson Corridor

I am a Jackson resident and a regular bicyclist on the Moose-Wilson Road, and I write in strong support of the Park's proposal to amend the Selected Action to incorporate the elements of Alternative D — specifically the separated multiuse pathway extending the length of the corridor and the road realignment with parallel pathway between Sawmill Ponds and Death Canyon Road. I support finalizing the Programmatic Agreement so this work can proceed.

I ride this corridor regularly, and my direct experience is that current conditions are genuinely dangerous for cyclists. The road is narrow with no shoulder, and vehicles routinely pass at high speed and at close range; drivers sometimes honk at riders who have nowhere to go. Every ride involves conflict between bicycles and vehicle traffic that a separated pathway would eliminate.

This matters because there is no alternative route. For those of us who ride between Jackson, Teton Village, and the Moose area, the Moose-Wilson Road is the essential — and only — connection. Cycling should be encouraged in the park, not deterred: it reduces vehicle traffic, emissions, noise, and parking pressure in the corridor, supports visitor and resident health, and is fully consistent with the Park Service's conservation mission. A separated pathway serves both the protection of the corridor's resources and the safety of the people who use it.

I appreciate that the draft PA establishes a process for designing the pathway and realignment with appropriate sensitivity to the Moose-Wilson Road Cultural Landscape, in consultation with the Wyoming SHPO and the associated tribes. That is the right balance: protect the corridor's historic and natural character while finally providing safe, separated passage for non-motorized users.

Please finalize the PA and move forward with the pathway. This improvement is overdue and will make an essential route safe for the many residents and visitors who ride it.

REDACTED NAME

Jackson, Wyoming

Correspondence: 140**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Orlando, FL 32838
USA

E-mail:

Correspondence Text

I think they should not be able to construct a bike trail due to safety for the horses and there riders.
Thank you REDACTED NAME

Correspondence: 141**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Friendsville, TN 37737
USA

E-mail:

Correspondence Text

Please keep the horse trails for horses and hikers only. Bike trails should only be a bike lane on the road. Bikes and horses are extremely dangerous together. I love to bike and hike and ride horses but the mixed use always puts horse riders at risk.

Correspondence: 142**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Wilson, WY 83024

USA

E-mail:

Correspondence Text

I think it is a great idea to separate the car and bike traffic.

GTNP speaks out of both sides of their mouth. We are worried about a bike path but GTNP paved over the entire Moose to Wilson road. Additionally, we are now going to move the Moose to Wilson Road that has been there for more than 50 years? Tear up the old road and pave a new section. How does this not impact the environment? This does not make sense. Prior to this GRNP paved over the dam and pacific creek boat ramps. If GTNP is worried about the environmental impact, how did this make sense?

I digress, separating the car and bike traffic makes sense. I support the proposal to build a bike path.

REDACTED NAME

Correspondence: 143**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Virginia Beach, VA 23451
USA

E-mail:

Correspondence Text

I have grave concerns about the addition of a multi use trail in this section of Moose Wilson Rd and Grand Teton National Park. This section of the park has the highest concentration of wildlife - moose, elk, black bear etc. There is simply no need for such a multi use road / trail. Damage to the ecosystem, disruption to wildlife habitat, interference with other uses of the existing trails, among other reasons, not to mention more beneficial use of taxpayer funds. Thank you.

Correspondence: 144**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: wilson, WY 83014
USA

E-mail:

Correspondence Text

I strongly oppose a separated, multi-use pathway along Moose Wilson road in Grand Teton National Park.

It is inconceivable to me that this plan has re-surfaced.

After years of thorough, data-driven research completed in 2016, reason prevailed and the plan for a separated pathway was denied.

I trust that reason will prevail in this case, again. While there has been significant development to the south of GTNP along Moose Wilson Road, that does not justify the disruption of wildlife, the degradation of cultural resources, nor the human-wildlife conflicts which will occur.

Deny this request, please.

Correspondence: 145**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Stamford, CT 06906
USA

E-mail:

Correspondence Text

Please do not add an additional pathway that would make the area more crowded, disrupt wildlife and change the visitor experience. Perhaps a permit system or shuttle bus to decrease the number of vehicles and the amount of traffic could help

Correspondence: 146**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Rocky River, OH 44116
USA

E-mail:

Correspondence Text

To whom it may concern -

Our family is very familiar with the Moose-Wilson corridor, having visited a handful of times over the years. We recognize it as truly unique and special, and we believe it should be preserved as wild for as long as humanly possible. A large percentage of this trail is horses and riders, in addition to some hikers/walkers, of which all are put at significant danger when bikers are added to the equation - even the most considerate ones.

We understand this same proposal was made in 2016 and that expert science and conservation advisors determined that further development of pathways would be detrimental. We agree and hope that the same determination will be made at this time.

Please preserve the land as is.

Best,

REDACTED NAME

Correspondence: 147**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Tampa, FL 33629
USA

E-mail:

Correspondence Text

As an annual visitor for nearly three decades to Jackson Hole, I hope that you will give consideration to the preservation of the wilderness nature of Grand Teton when considering constructing a new path along the Moose-Wilson. There are well used horse trails that would be adversely affected, including by the creation of a multi-use path that would allow biking. This project could impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife in the area. There is also, of course, significantly increased risks to horseback riders when sharing trails with bikers. Bikers may be quietly but swiftly approaching, increasing the opportunity for biker-equestrian interaction that could lead to serious injury.

Following the comprehensive environmental review in 2016, the final plan drafted under the recommendations and expertise of a wide array of science and conservation advisors as well as in consideration with public input, "allowed for maintenance and improvement of the existing roadway but prohibited any further proliferation of additional pathways or bypasses" (National Parks Conservation Association). Please adhere to those recommendations and do not "overdevelop" one of America's most pristine natural treasures. Thank you.

Correspondence: 148**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Chesterland, OH 44026
USA

E-mail:

Correspondence Text

As a frequent and long time visitor to GTNP and the surrounding area, I most strenuously OBJECT to the proposed changes to the Moose Wilson corridor. The disruption to the area and the wildlife would never be able to be undone. This entire project has been carefully reviewed and denied in the past. Regardless of the desires of the cyclists, this change to the area would be a disaster.

Correspondence: 149**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Salt Lake City, UT 84117
USA

E-mail:

Correspondence Text

I object to this proposal because it would impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife in the area. There is also, of course, significantly increased risks to horseback riders when sharing trails with bikers.

My family has been enjoying the horseback riding trails from R Lazy S ranch since 1989. We love this pristine area and all of the wildlife it contains. I vehemently object to this preposterous undertaking, which will definitely not "Make America Beautiful" but instead would destroy the natural beauty that already exists.

Correspondence: 150**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson WY 83001

Jackson, WY 83001

USA

E-mail:

Correspondence Text

Thank you for your consideration of the Moose Wilson pathway. This is a chance to improve safety, protect natural resources, expand access, and create a lasting nonmotorized connection for future generations. I support a safe, separated pathway connecting Moose in Grand Teton National Park to Teton Village.

Correspondence: 151**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Marblehead, MA 01495
USA

E-mail:

Correspondence Text

As a part time resident thru a time share in Teton Village I have been visiting Jackson for 6 weeks a year. for over twenty years. My favorite form of seeing Jackson and of exercise is to be on my bike. I have biked to Moose - Wilson Road many, many times in my time in Jackson and strongly feel a separate bike way would be both safer and more enjoyable than dodging cars on the current narrow road. Please create a separate bike way

REDACTED NAME

Correspondence: 152**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
lake stevens, WA 98258
USA

E-mail:

Correspondence Text

To whom it may concern:

In 2016, the final plan drafted under the recommendations and expertise of a wide array of science and conservation advisors as well as in consideration with public input, "allowed for maintenance and improvement of the existing roadway but prohibited any further proliferation of additional pathways or bypasses" (along the Moose Wilson Rd near Grand Teton National Park (National Parks Conservation Association)).

One could hope that there would not need to be further discussion on the topic, or that these decisions would not be so easily overruled. However - Grand Teton National Park has been pushed to reconsider constructing a bike path along Moose-Wilson Road. This would involve both constructing a new path in the trees along the existing road, as well as converting some of the horse trails we lead rides on all summer-long just south of the Lawrence Rockefeller Preserve, into a multi-use path that would allow biking. This project would impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife.

I continue to be an advocate of wild spaces around Jackson Hole and Grand Teton National Park, and hope that the beautiful wild lands along Moose-Wilson can long continue to be a place where people and wildlife can safely and peacefully coexist with minimal impact.

Please do NOT proceed with a new multiuse trail near the Moose Wilson Road.

Correspondence: 153**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Davenport, FL 33896
USA

E-mail:

Correspondence Text

I wish to comment on the Draft Programmatic Agreement for the introduction of a multi-use path in the Grand Teton National Park along Moose-Wilson Road.

I believe this draft plan to be wrong on many levels and will negatively impact the Grand Teton National Park. I have visited GTNP annually for more than 30 consecutive years and feel that this proposed plan goes against the core values of the NPS and the stewardship of GTNP handed to the USPS by the Rockefeller family.

Specifically I believe this will:

1. Negatively impact wildlife in the area including Grizzly Bear, Black Bear, Moose, Coyote, Mountain Lion, Elk and Deer
2. Result in the destruction of trees and other fauna critical to the sustainment of wildlife in the park
3. Impact (and possibly destroy) a number of pre-historic Native American archeological sites in the area
4. Significantly increase the risk to horseback riders in the park by turning horse trails into multi-use trails used by bikes
5. Require significant additional resources to manage the interaction of wildlife (bears) with bikers on the multi-use trail

This project was previously reviewed in 2015/2016 and the NPS came to the conclusion that a new multi-use trail was the wrong decision for GTNP. Absolutely nothing had changed in the years since that warrants the resurrection of this proposal.

I implore the NPS to keep the wild lands along the Moose-Wilson Road free from bikers and let it continue to be a haven for the rich wildlife that I have observed in my many wonderful visits to GTNP.

I request that my personally identifiable information be withheld from public review

Correspondence: 154**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: South Portland, ME 04106
USA

E-mail:

Correspondence Text

Please do not alter Grand Teton National Park to encroach upon native lands and current horseback riding.

I have just been informed that, "as a result of 2025 Presidential Executive Order 'Making American Beautiful Again...' Grand Teton National Park has been pushed to reconsider constructing a bike path along Moose-Wilson Road just north of the ranch. This would involve both constructing a new path in the trees along the existing road, as well as converting some of the horse trails we lead rides on all summer-long just south of the Lawrence Rockefeller Preserve, into a multi-use path that would allow biking. This project would impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife in the area."

Please put a bike path in another area as to not disrupt current use of area. Thank you.

Correspondence: 155**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Wilson, WY 83014
USA

E-mail:

Correspondence Text

As a resident of Wilson and an avid cyclist, I strongly support the addition of a multi use pathway between the south entrance and moose (Moose Wilson rd). I cycle this road 30 or 40 times a year and while I am comfortable doing so, a dedicated pathway would be much more enjoyable and eliminate car / cyclist conflict and delays. Additionally, my wife and friends are reluctant to cycle the current road but very much enjoy cycling the pathways throughout the valley. Why not simply complete the pathway so that everyone has the ability to cycle a beautiful pathway loop through the park ? While I support efforts to enhance wildlife, there is no way an additional pathway is going to materially disrupt wildlife - the road already exists and a parallel pathway simply segregates cars from cyclists / pedestrians. And the pathway would provide an excellent link connecting Granite Canyon with the Rockefeller Center for those hiking the loop from Granite to Phelps and back to Granite (which today requires walking along the road for a loop hike). Lastly, a pathway would offer an alternative ski touring path in the winter to segregate walkers from skiers (as a skier, it's annoying to ski on the road that has been bootpacked) - perhaps the pathway could even be groomed for a more pleasant winter ski touring experience. Thank you

Correspondence: 156**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Melbourne, FL 32940
USA

E-mail:

Correspondence Text

I am against Grand Teton National Park constructing a bike path along Moose-Wilson Road.

It will negatively affect horse riding as it exists today.

I am against both constructing a new path in the trees along the existing road, as well as converting some of the horse trails that are used all summer-long just south of the Lawrence Rockefeller Preserve, into a multi-use path that would allow biking. This project would impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife in the area. There is also, of course, significantly increased risks to horseback riders when sharing trails with bikers. This increases the opportunity for biker-equestrian interaction and is cause for concern.

Pl see use common sense in your thoughts concerning this proposal.

Sincerely,
REDACTED NAME

Correspondence: 157**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Petoskey, MI 49770
USA

E-mail:

Correspondence Text

I take my family to Jackson Hole each year to explore to beautiful parks on horse. I do not believe that a bike path is needed through the park all the way to moose. Please leave the parks as they are. There are already of great bike trails already in existence. Please don't add any in the beautiful park. Let it stay natural as it is.

Correspondence: 158**Author Information**

Keep Private: No
Name:
Organization: NA
Organization Type: I-Unaffiliated Individual
Address: Moorestown, NJ 08057
USA

E-mail:

Correspondence Text

I have been coming to Jackson Hole, Wyoming and Grand Tinton since attending the university of Utah graduate school of art and architecture where I receive my masters of Architecture in 1991. Since moving back home to South Jersey, I've made an annual trip to Jackson hole. Moose Wilson Road has remained a highlight for every trip. The natural setting and wildlife is unique, and indeed very special. I strongly oppose any further development along the road, especially an improvement for bicycles. I'm a frequent return guest at the local dude ranches and enjoy horseback riding and walking through the trails crossing in and through the park and Moose Wilson Road. I urge restraint. I wish to express my opposition to any further improvements.

Thank you for your consideration of my objection to this proposed project.

Respectfully,
REDACTED NAME

Correspondence: 159**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Enterprise, OR 97828
USA

E-mail:

Correspondence Text

I am writing to oppose the proposed multiuse path in the Moose Wilson corridor.

I visit that area when we come to see our daughter who lives just over in Idaho.

The changes we have seen in the area of Jackson Hole are very concerning. We usually drive up the back road from Wilson to Moose. In the past that road has been largely very rustic and barely wide enough for 2 vehicles to carefully pass each other. We have seen bears, moose, deer, and other wildlife as we carefully and slowly drove through on this road. But last fall, after not being there for a couple of years we were stunned to see that most, if not all of it, has been paved and widened and people were speeding through what had been this precious and special drive. For the first time since we had driven this road we saw no wildlife! We were very disappointed that this rustic road had been turned into a road that people were speeding through with little awareness that that area is precious wildlife habitat. So now that I am hearing about a proposed multiuse pathway through important wildlife habitat I am very concerned. I have several concerns.

1) A through pathway in this area, which is important wildlife habitat, will have multiple negative impacts to wildlife and human safety. Will further fragment wildlife habitat in the area, especially in conjunction with the paving and widening of the Moose Wilson road. And will further diminish ecological communities! With all the wildlife that I have seen, safely from my car, I would think that there will be conflicts with people on bicycle or on foot. We have seen bears there in the past. Bears deserve to have freedom in that space and a multiuse path will put bears in jeopardy of human conflict.

2) In 2016 a robust process was conducted that resulted in a Record of Decision to NOT construct this pathway. That decision needs to be adhered to! If anything, there is even more reason now to not construct the pathway. More people, more carelessness in people's understanding of how to behave in known bear and Moose habitat! And so often to the detriment of our wildlife!

As you should know, there are many grizzly bears who call Grand Teton National Park their home. Because there are so many visitors and residents now, the bears who live nearby are in greater and greater threat. As an example, bear 1199, known as Miracle, recently had to be relocated because her preferred habitat was too close to people and, therefore, put her in jeopardy. Jackson Hole's population explosion is threatening the wildlife and the National Park that we love and hope to see and experience. But people DO NOT need to be everywhere! The animals need their space and protection from the invasion of people. This proposed pathway would be dangerous for people and animals, and further misuse and destruction of our wildlife's already shrinking space and safe habitat. Please revisit and affirm the decision of 2016 and reject any plans for a pathway here or elsewhere in this area.

Correspondence: 160

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

We support a separate pathway due to safety. Put in the pathway

Correspondence: 161

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Lawrence, KS 66047
USA

E-mail:

Correspondence Text

I do not support the constructing a bike path along Moose-Wilson Road.

Correspondence: 162**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001

USA

E-mail:

Correspondence Text

Thank you for allowing me to submit comments concerning the Moose Wilson, corridor, and the proposed pathway which I am completely and totally against. I feel the Park is too busy and overrun right now and the pathway will just make a special part of the park overrun with bicycles and tour companies renting bicycles. The Moose Wilson corridor is a very special place and is very important part of the park. When Lawrence Rockefeller donated the land for the LSR preserve, he mandated that the parking lot be small and limited number of people could access Phelps Lake. I agree with him 100% and really appreciate all the effort he put in to make sure the crowds of people did not overuse this part of the park. We already see how overrun the Jenny Lake area, the Bradley Taggart area, Colter Bay area, please do not let this happen to a very special part of Grand Teton national Park.

Correspondence: 163**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I am strongly in favor of connecting the Moose Wilson road with a bike path.

The incredible bike path system we have is unparalleled and this link could help alleviate vehicular traffic over time as people learn to enjoy the path systems as they have elsewhere.

There is a reason to consider the potential interaction between wildlife and biker here, however. Is there a study on the frequency of these potential interactions?

Correspondence: 164**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001
USA

E-mail:

Correspondence Text

If there is concern about a separate pathway, I think an obvious solution is to use the existing Moose-Wilson Road for bicycles, transit vehicles, emergency vehicles and for NPS use--not individual passenger vehicles. The road is already closed to private motor vehicle traffic a significant portion of the year. Idling traffic backing up at the entrance station at Poker Flats (I lived there from 2021-2025) spews exhaust fumes into the otherwise pristine environment. A bike is a way better way to experience the Park in this area than a car is. I've always been perplexed that people are fine with thousands of cars going through this special area, but get up in arms about bicycle traffic. In summer and fall, I would ride my bike from just south of Granite Canyon to the Moose Pond Overlook at about 6 pm. More often than not I would see one or more Moose there. It's time for GTNP to get serious about supporting bus service in some form. Teton Village to LSR Preserve to the Visitor Center is an obvious start for transit. My proposal is a better solution for the Park, its visitors, its wildlife, and our community.

Correspondence: 165

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I'm writing in support of a safe separated pathway for pedestrians & cyclists to enjoy the Moose Wilson road! Thanks for your consideration! REDACTED NAME

Correspondence: 166

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Decatur, AL 35603
USA

E-mail:

Correspondence Text

Pleasure horse riding is not compatible with bicycles, anywhere.

Correspondence: 167**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: manhattan beach, CA 90266
USA

E-mail:

Correspondence Text

I love that you have the bike path that goes so far along the Moose-Wilson Road. However, I have stayed at the R Lazy Ranch for 16 years and we enjoy hiking and horseback riding in the Park without having to worry about bicycles coming around a corner or otherwise interacting with our enjoyment of the Park. Adding a new bicycle path would increase traffic in the Park -- which already can be crowded with cars. It also seems likely to seriously increase the chance of accidents with so many types activities happening in the same small space -- all while people are on the lookout for wildlife and so can drive dangerously as it is. I hope that you decide to keep the Park for people on foot or horseback and the minimum of cars and do not add bikes.

Thank you for your consideration of these comments.

Correspondence: 168**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: London, OH 43140
USA

E-mail:

Correspondence Text

I do not understand why this is being revisited again. I totally understand people wanting to enjoy our parks but this plan was reviewed and discarded. For good reason. It would be great if we could just leave some things in nature alone. I am a horse lover and therefore see things from the back of a horse when I visit out there. This path will affect the trails I travel on. It will affect my safety having to compete with bikes. It will also affect the wildlife. Please do not add this path. Please! Sincerely,
REDACTED NAME

Correspondence: 169**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Moose, WY 83012
USA

E-mail:

Correspondence Text

I am writing to emphatically oppose the proposed project to create a new multi-purpose road way in the Moose-Wilson Road area. The community has already addressed this before and nothing has changed in terms of the values related to park, wildlife, and archaeological resources to warrant a re-emergence of this issue. Commands from "on high" to pursue this are not acceptable to the many lovers and users of the Moose-Wilson Road area.

Correspondence: 170**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Austin tx 78703

Austin, TX 78703

USA

E-mail:

Correspondence Text

I do not think the separate bike path is necessary. I've been riding the Moose Wilson corridor every summer for eight weeks over the last 15 years. Paving the entire route from the south entrance to Rockefeller plus adding the pullout spots has definitely helped. Cars have followed the speed limits and I've never been scared on my bike. I am much more concerned about the destruction to the environment, animal migration, impacts to hydrology, and impacts to archeological sites that would happen with more construction thru this area. Please stick with the original and thoughtful conclusions of the 2016 report.

Correspondence: 171**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I am adamantly opposed to a bike path adjacent to the Moose-Wilson road in GTNP. Why are we even considering this, given that this corridor is rich with wildlife, wetlands and Native American archaeological sites that all will be heavily impacted. It is for the insatiable human 'need' to recreate, on a bicycle, in the most inappropriate place to satisfy this 'need', for a few. There already exists a bike path clear to GTNP and beyond to the east. One can bike from Wilson to town to GTNP, all on a bike path.

This is death by a thousand cuts to this pristine area with all of its wildlife, and sets up a dangerous conflict zone for wildlife vs humans.

Why are we even re-interpreting the IES done in 2016? What this area really needs is a new EIS , along with a much more extensive comment period and true analysis as to why we should even consider this.

Let's get this right and NOT build a bike path along this corridor.

Correspondence: 172**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Sausalito, CA 94965
USA

E-mail:

Correspondence Text

I strongly urge the park to continue pushing back against the bike path along moose Wilson and to prevent any further consideration to of this project as it would impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife in the area. There is also, of course, significantly increased risks to horseback riders when sharing trails with bikers. Thank you.

Correspondence: 173

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Shelley, ID 83274
USA

E-mail:

Correspondence Text

To whom it may concern,

I support the expansion of the Moose-Wilson trail for walkers and cyclists to prepare for current and future increased auto traffic in GTNP. More opportunities to keep these non-autos separated from the auto traffic will be a benefit to everyone's safety and perhaps encourage people to cycle to trailheads rather than clog up the roads with more cars (and fighting said heavy auto traffic).

Regards,

REDACTED NAME

Correspondence: 174**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am advocating for a bike lane on Moose Wilson Road not because I am a biker but because of the challenges bikers cause on that road during the busy summer season. Visiting bikers expect a bike lane given that the rest of the town is so bike friendly, so they get on the road and don't realize what they are in for until it's too late. And once they are on the road, they have the right of way, so cars end up building up behind them because it's not safe or possible to pass them. It's just not an optimal situation for drivers or bikers. Thank you for all that you do!

Correspondence: 175

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

This is such a terrible idea! DO NOT build a bike trail through this special land!!!! We have a zillion pathways, don't ruin this protected land.

IF you must.... Make it one way like up by Jenny lake lodge so you don't pave any more land!!!!

Correspondence: 176**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Montrose, CO 81403
USA

E-mail:

Correspondence Text

I have spent time in Teton National Park since 1966 when I was 16. I will be 77 this month. I started at the White Grass Ranch and in the last 36 t years at the R Lazy S Ranch. The magic and majesty of the trails and riding in silence on the trails off the Moose Wilson Road are transformative. The solitude and wildlife are something that needs to be preserved. A bike trail through this area will scare the wildlife and horses. Part of the incredible experience of the mountains and landscape is from horse back.

Riding is one of the true authentic parts of this great valley left. The serenity is what is so needed and so little left to be found in our country. Bikers, have lots of bike trails and places to ride in the area. Please preserve the riding on the trails on the Moose Wilson Road and into the park. I think "The Big Beautiful Bill" has no concept of what they want to destroy or citify. He signed an executive order to remove all the Bison from Montana and allow hunting in the National Parks. At what point will people stand up for National parks and wilderness.

.
In 1925 Helen Mettler fell to her death in Taggart Canyon. Her diary which was found after the accident with the quote, "God Bless Wyoming and keep it wild." I implore you please fight to keep us riding peacefully and experience quiet solitude to adsorb the beauty. Hikers and horses only please!

Thank you.
REDACTED NAME

Correspondence: 177

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I do not support this pathway as will cause fragmentation of land used by wildlife, it will also impact wetlands, and endanger Native American archaeological sites. This situation creates a dangerous setting for human wildlife conflicts thru this enriched landscape with bears, elk, moose, owl nesting sites as well as numerous other mammals.

We have a robust pathway that connects Jackson to GTNP...why are we wasting money to duplicate something that already exists?

No No No to this.

Respectfully,
REDACTED NAME
53 yr resident of Teton County

Correspondence: 178**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Fort Smith, AR 72901-7709
USA

E-mail:

Correspondence Text

I would like to express my concern regarding bike paths in Grand Teton National Park. This project would impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife in the area. There is also, of course, significantly increased risks to horseback riders when sharing trails with bikers.

Correspondence: 179**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I believe that completing the Moose-Wilson segment of the pathway would be a huge benefit to the communities of Jackson Hole from the standpoints of both local recreation and eco-friendly (bicycling) tourism. I hope the NPS approves the proposed pathway. It will be a magnet for cyclists throughout the country. I bicycled to work in downtown Los Angeles for 20 years (before bike lanes) and would love to see a bicycle-safe loop throughout JH, even though my own cycling days are behind me.

Correspondence: 180**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001

USA

E-mail:

Correspondence Text

Hello,

As a general matter, I applaud the Park Service and the Jackson Hole community on building bicycle paths. It is great for the community, for people, wild life and nature. The threat to nature and wild life is not bicycles. It is automobile traffic. How many moose, bears, deer, wolfs have been killed by bicycles over the last 20 years? How many by cars and trucks?

For the Moose- Wilson Rd, I would propose you make it one way for cars and bicycles in one lane, and a separate lane for bicycles only the other way. Same set up as the Park Service has at the scenic road by Jenny Lake. It works beautifully and safely. It would spare taking more space for asphalt in the Park and save money, which could hopefully be used for more critical projects/ maintenance in the beautiful Grand Teton National Park.

Correspondence: 181**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Moose, WY 83012
USA

E-mail:

Correspondence Text

To whom it may concern:

The National Park Service's mission is 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." While it is fair to argue that this and future generations may enjoy the relative convenience of an expanded Moose-Wilson Road and bike path, the preceding commitment to "preserve unimpaired the natural and cultural resources" should remain predominant.

An approval of the plan to realign the road and add a multi-use pathway will disrupt existing wildlife corridors and habitat. A busier road will endanger myriad species and be counterproductive: the animals tourists drive this road to see will shy away from more cars and noise. Its current size and placement enables its richness as a tourism resource.

I had the unique privilege of living on the Moose-Wilson Road during the COVID-19 pandemic, when the park was temporarily shut down to visitors. During this time, my husband and I saw the native wildlife flourish. Elk, moose, and bear traveled daily between the Snake River, the beaver ponds along the Moose-Wilson Road, and the bench beneath the mountains in numbers we had never seen before. This is still true now that the park has reopened, but to a lesser extent. The animals retreat from the sound of cars. They travel along their paths only at night.

Just this week, a cow moose and her young calf walked past our home. They played together, nuzzled each other, ate grasses, and when I walked from one window to another to see them better, they shied and hurried away. Imagine how much more impact a road would have on their delicate lives if that was their reaction to one person shifting places.

Moving and expanding the road counteracts the park's mission to preserve the habitats these precious species live in. Please, please do not reconsider this expanded plan. Prioritize the protection of the invaluable beauty of Grand Teton National Park's land and creatures.

Thank you,
REDACTED NAME

Correspondence: 182**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Teton Village, WY 83025

Teton Village, WY 83025

USA

E-mail:

Correspondence Text

The proposed Bicycle pathway on Moose-Wilson Road will adjoin AND use existing historic horseback trails..

Bicycles and horses do not coincide well together and can cause serious injury to riders when a bicycle suddenly appears quietly around a corner.

After spending millions of dollars on creating a horse trailer parking area at the south end of the Park, it seems unlikely the Park would now suddenly restrict horseback riding in this area due to bicycles now appearing on horse trails. But they may need to in order to eliminate conflicts. Suddenly now, after endorsing riding in the corridor of the Park, approving contracts with Dude Ranches to take horseback riding in area, and spending millions of dollars to support these activities, they may decide to throw gas on the fire and allow bicycles on the same trails.

Would the park be liable for any injuries due to creating a hostile environment of competing activities that when combined can cause human injury?

Is the park willing to take on this conflict? Parks have a legal "duty of care" to keep their premises reasonably safe for visitors. How will they accomplish this?

When a park knowingly fosters a dangerous conflict, they may be held liable under a few specific theories.

Foreseeability & Poor Planning: If a park allows two fundamentally incompatible activities in the same area and injuries occur, they can be sued for creating a foreseeable hazard.

Failure to Warn: Parks must adequately warn visitors of known risks and hazards. If a specific conflict is common, the park must post signs, erect physical barriers, or enforce strict rules to protect users. Is the Park willing to take on these additional responsibilities to inform bicycles and horseback riders entering this area of the Park?

Wyoming Recreation Safety Act may not shield the Park from liability if they willfully or maliciously fail to guard or warn against known, deliberate dangers. How is the Park planning on guarding against bicycles running into horseback riders?

Also, the Wyoming Recreation Safety Act may not cover injuries caused by something atypical, such as a dog attacking the horse or a bicycle suddenly appearing on a designated horseback riding trail.

Is combining bicycles and horseback riders on the same trails considered gross negligence or recklessness: Displaying a willful, wanton, or intentional disregard for the participant's safety?

To avoid conflicts, does the Park intend to eliminate certain designated horse trails that they created in the original master plan for this corridor?

These are important questions the Park needs to ask themselves before creating a disaster waiting to happen when combining two competitive activities on the same trails.

Correspondence: 183

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Wilson, WY 83014

USA

E-mail:

Correspondence Text

Leave it the way it is. We don't need more pathways. We are chasing all the animals away and destroying the natural environment.

Correspondence: 184**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I completely support building a separate pathway for bicycles on the Moose/Wilson road. I have ridden by every type of ungulate that exists in Teton County and Grand Teton National Park. I am careful to not ride in a manner that would not spook animals towards traffic. I have also ridden past large ungulates that were concealed by vegetation and evoked little or no reaction from those animals.

Correspondence: 185**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Teton Village, WY 83025
USA

E-mail:

Correspondence Text

I have read the Programmatic Agreement between Grand Teton National Park and the Wyoming Historic Preservation Officer.

I first want to thank both parties for working together to come to a resolution that best serves Wyoming residents, US citizens, and international guests.

I am sympathetic to any concerns raised by various indigenous Tribes. I fully support the vetting of their concerns; and pursuing fair and reasonable actions to allay those concerns. However, I currently have no perspective and understanding of those concerns. I am not aware of where they have been published for public review and understanding. In my view, we are dealing with a "black hole" of alleged Adverse Effects that have ultimately resulted in extremely unsafe travel conditions on the Moose-Wilson Road.

It is unreasonable to believe that bikes and automobiles can safely co-exist on the same on the existing narrow paved roadway. I am surprised there have not been more serious injuries, or deaths, resulting from the current design. Meanwhile, I anticipate a sad reckoning is on the horizon...

Notwithstanding reasonable and clear explanations to educate the public on what I have termed the "black hole" above, I encourage the GTRE and the Historic Preservation Officer to immediately design and approve a mitigation plan to allow for concurrent safe travel of both bikes and automobiles on the Moose-Wilson Road. These plans should include a widening of the existing paved road to provide a separate and distinct bike lane (as is done for other areas of GTNP, such as Jenny Lake). I also support the suggested separate "paved" 1.8 mile segment between the Death Canyon Road junction and the Sawmill Ponds Overlook. However, the current "test bike bath" around the Laurence Rockefeller Preserve that is constructed with loose, large, and slick stones is unstable and unsafe for "non-mountain" bikes.

As you finalize the Programmatic Agreement between the Grand Teton National Park and the Wyoming Preservation cause, I encourage you to strongly consider the words of our Founding Fathers as we celebrate the 250th anniversary of the Declaration of Independence. All Americans (including our beloved indigenous natives) are entitled to Life, Liberty, and the Pursuit of Happiness. This is exactly what visitors to Grand Teton National Park are pursuing. I encourage you to join me in preparing the necessary shared-roadway designs, and make the investment, to keep Grand Teton National Park visitors as safe as possible.

Thank you for the consideration of my comments... REDACTED NAME

Correspondence: 186**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Lakewood ranch, FL 34211
USA

E-mail:

Correspondence Text

We support the Moose- wilson pathway- as owners in tTeton Village coming for the last 10 years twice a year,- we and families and friends bike this every year but it has gotten busier and more dangerous. We fully support this development for safety of all. thanks

Correspondence: 187**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001
USA

E-mail:

Correspondence Text

I used to bike the Moose-Wilson when I was in high school (back in the early 2000's. Unfortunately, I haven't felt safe doing that since then. Allowing this bike path would allow people like myself and others to be able to enjoy this beautiful and peaceful corridor in a safe manner. It also allows for a safe connection between Teton Village and Moose. Though I certainly can see why individuals might oppose this due to conservation efforts, the fact that this roadway sees a large amount of traffic makes this a rather moot point. The huge part of the creation of the National Parks was to make it possible for people to enjoy the beauty and nature that surrounds them. A bike path through this area would be a wonderful addition for locals and visitors alike. Please consider allowing this.

Correspondence: 188**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: South Glastonbury, CT 06073
USA

E-mail:

Correspondence Text

I strongly oppose the construction of a bike path along the Moose Wilson Road. It is irresponsible to ignore all the studies that strongly indicate the damage to both the environment and the wildlife that this path would affect. There are plenty of paths that bikers and walkers/hikers have available in this park. This should NOT be one of them.

Correspondence: 189**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: South Glastonbury, CT 06073
USA

E-mail:

Correspondence Text

I adamantly oppose the construction of a bike path along the Moose Wilson Road. I consider myself a biker. However, I have traveled by car many times over the years along this road. The negative environmental effect of this path far outweighs any desire of mine to ride a bike along this road. There are plenty of opportunities elsewhere in the park for bike riding.

Correspondence: 190**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I respectfully urge the National Park Service to reject the proposed expansion and realignment of Moose Wilson Road.

This corridor is one of the most important wildlife movement areas in the region, providing critical access between the river, wetlands, beaver ponds, and surrounding habitat for moose, elk, bears, and many other species. Expanding the roadway and increasing traffic would further fragment this habitat, increase wildlife disturbance, and raise the risk of wildlife-vehicle collisions in an area that is valued precisely because of its ecological importance.

While I support improving safety and expanding opportunities for walking and biking, those goals should be pursued through alternatives that minimize impacts to wildlife, cultural resources, and the natural character of this unique landscape rather than widening or relocating the road.

Please prioritize the long-term preservation of this nationally significant ecosystem over infrastructure expansion. Thank you for considering these comments.

Correspondence: 191**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

As a conservationist and an avid cyclist, I adamantly oppose the addition of a paved bike path along the Moose Wilson Rd section of the Park. Motorists and cyclists are able to share this scenic bypass as they do on the Jenny Lake scenic route. There is more potential harm to the ecosystem than any "value" received to cyclists by adding a separate path.

Correspondence: 192

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Charlotte, NC 28209

USA

E-mail:

Correspondence Text

I have been a lifelong visitor to Jackson Hole and hope the natural beauty of the parkl lands and horse trails

ŽWill not be altered or destroyed by road expansion projects.

Correspondence: 193**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Manakin Sabot, VA 23103
USA

E-mail:

Correspondence Text

Please don't allow this change. People come to the area to see wildlife and undisturbed scenery. The wildlife would be adversely impacted by this change!

Thank you

Correspondence: 194**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Canton, CT 06019
USA

E-mail:

Correspondence Text

I am writing to express my strong opposition to the reconsideration of a paved bike/multi-use pathway along Moose-Wilson Road and any conversion of existing horse trails near the Laurance S. Rockefeller Preserve into multi-use paths.

I have visited Grand Teton National Park five times since 2023, and I am currently in the Jackson area through July 16 photographing elopements. I am also a cyclist, motorist, photographer, hiker, and avid horseback rider. I deeply value access to public lands, but I do not believe increased paved infrastructure through sensitive wildlife habitat is the right answer for this corridor.

Moose-Wilson Road is one of the most sensitive and special areas of Grand Teton National Park. Constructing a new paved path through the trees, native plants, wildlife habitat, and culturally significant areas would permanently alter the character of this landscape. I understand this area may also contain prehistoric Native American archaeological sites, and that alone should require extreme caution and protection rather than additional development.

I was already saddened to see Moose-Wilson Road paved. Since then, I have noticed increased traffic, faster-moving vehicles, and more sudden stopping from visitors watching wildlife. When the road was gravel, it felt slower, quieter, and more in harmony with the landscape. More paved infrastructure would likely bring more traffic, more speed, more congestion, and more pressure on an already fragile corridor.

As a cyclist, I understand the desire for safer bike access. My husband and I have ridden Moose-Wilson Road by bike in the past, including when it was still gravel, and we preferred the slower and quieter experience. But as both a cyclist and an equestrian, I do not support destroying natural ecosystems or converting horse trails into multi-use bike paths. Horses and bicycles are not always a safe mix, especially when bikes approach quietly and quickly. Adding more biker-equestrian interactions in a wildlife-heavy area creates unnecessary risk for riders, horses, cyclists, and wildlife.

I believe Grand Teton National Park should uphold the prior planning decisions made through the 2016 Moose-Wilson Corridor management process, which already included public input, environmental review, and expert recommendations. Reopening this issue after that level of review undermines long-term stewardship and public trust.

National parks should not be managed as if every wild place needs more access, more pavement, and more infrastructure. Some places deserve restraint. Moose-Wilson Road is one of them. This corridor should remain as wild, quiet, and minimally impacted as possible for wildlife, cultural resources, horseback riders, and future generations.

Please do not move forward with the proposed paved pathway or the conversion of existing horse trails into multi-use bike paths. Protect the ecological, cultural, and quiet character of Moose-Wilson Road.

Correspondence: 195**Author Information**

Keep Private: No
Name:
Organization: private citizen
Organization Type: I-Unaffiliated Individual
Address:
Greensboro, NC 27408
USA

E-mail:

Correspondence Text

My family and I return to the R Lazy S ranch located along the south border of the park at the Moose Wilson Road to ride horses every year, now for 26 years.

This proposal is a disaster for the park, the ecosystem, and in particular for the 77 year old guest ranch. If enacted, this proposal will likely lead to the demise of this longstanding Jackson Hole institution.

My family and I strongly oppose this proposal, which has previously been evaluated and discarded. Please do so again.

REDACTED NAME

Correspondence: 196

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Atlanta, GA 30022
USA

E-mail:

Correspondence Text

I am opposed to the further development of trails in the Moose Wilson Corridor. The wild nature of the Grand Tetons is what is rare and beautiful about the region and should be protected.

REDACTED NAME

Correspondence: 197**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Wilson, CA 83014
USA

E-mail:

Correspondence Text

I am very happy with the work that's been done to date to repave the road and do not feel that a separate bikepath is warranted. I am a committed cyclist who rides regularly in Jackson as well as Los Angeles and Vermont and I very much appreciate the access that I have in the greater Jackson Hole area. I ride the segment of the moose Wilson Road that is under discussion quite regularly and do not feel that there is a problem with the interaction with cars and other vehicles. The speed of the traffic is slow enough that it integrates well with the bike traffic. While I am an accomplished rider and can ride comfortably at speeds in the 15 to 20 miles an hour range I noticed that there are more and more E bikes on this route who ride at a similar speed. That makes it very comparable to the speeds, that cars travel often with tourists going slowly looking at the scenery and for wildlife. As much as I am for the development of additional bike lanes and bike paths, I don't feel that it is necessary or warranted on this particular stretch of road. The government should save its money for higher and better use uses.

Correspondence: 198**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Riverton, NJ 08077
USA

E-mail:

Correspondence Text

I am opposed to the bike trail construction. Please do not go forward with this project.

Correspondence: 199

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I want the pathway!

Correspondence: 200**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am an avid cyclist and ride that road, enjoy it and feel safe. There is no need to harm the environment and disrupt the wildlife building a separated bike path. I am opposed to building a separate bike/walk pathway along that road.

Correspondence: 201**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Lexington, KY 40509
USA

E-mail:

Correspondence Text

I am writing to oppose the proposed amendments to the Moose-Wilson Corridor Comprehensive Management Plan, including construction of a separated multi-use pathway along Moose-Wilson Road and conversion of existing horse trails near the Laurance S. Rockefeller Preserve into multi-use pathways allowing bicycle traffic.

The Moose-Wilson Corridor is one of Grand Teton National Park's most special and sensitive landscapes. Its value lies in its wild character, wildlife habitat, historic and cultural resources, narrow road experience, equestrian use, and the opportunity for people and wildlife to coexist with minimal impact. Expanding paved recreational infrastructure through this corridor would fundamentally change the quiet, natural character that makes this area so valuable.

I am especially concerned that this proposal appears to revisit issues that were already carefully considered through the Moose-Wilson Corridor management planning process more than a decade ago. The 2016 plan followed extensive public input, environmental review, and consultation with science and conservation advisors. That plan allowed for maintenance and improvement of the existing roadway but did not support the proliferation of additional pathways or bypasses. Reopening this issue now undermines the integrity of that planning process and the public's trust that hard-fought conservation decisions will be respected.

The proposed pathway would also create serious impacts to natural and cultural resources. Constructing a new path through the trees along the existing road would require removal of trees, native vegetation, and additional ground disturbance. Converting existing horse trails into multi-use paths would further increase the human footprint in an already sensitive area. I am particularly concerned about potential impacts to prehistoric Native American archaeological sites and other cultural resources. These resources should be protected, not placed at risk for expanded recreational access.

I am also concerned about the effect of increased bike traffic on wildlife. The Moose-Wilson Corridor is known for spectacular wildlife habitat and sightings, and it should not be managed as simply another recreation corridor. More paved path access and bicycle use would likely increase visitor pressure, noise, speed, and human-wildlife interactions in an area where restraint is warranted. Protecting wildlife and habitat integrity should take priority over adding new recreational infrastructure.

As someone concerned about equestrian access and safety, I also object to converting horse trails into multi-use bike paths. Horses and bicycles do not always safely mix, particularly where cyclists may approach quietly and quickly. Increasing the number of locations where horseback riders and bicyclists interact creates avoidable risk for riders, horses, cyclists, and other trail users. Existing equestrian trails should remain protected for their intended use.

The Draft Programmatic Agreement acknowledges adverse effects to historic properties, including the Moose-Wilson Road Cultural Landscape and the Sawmill Ponds Site, while allowing some identification, evaluation, design review, and mitigation decisions to occur later. That is not sufficient. The public should not be asked to comment on a project of this significance before the full impacts to cultural, archaeological, historic, wildlife, vegetation, and recreational resources are clearly identified and disclosed.

I am also concerned that the public comment period is far too short for a proposal of this magnitude. A 15-day comment period does not provide a meaningful opportunity for the public to review the proposal, understand the impacts, and provide informed feedback, especially when the project involves potential adverse effects to historic properties, archaeological sites, wildlife habitat, road realignment, trail conversion, and long-term changes to one of the park's most treasured corridors.

For these reasons, I urge the National Park Service not to approve the proposed amendment as currently contemplated. At minimum, NPS should pause this process, extend the public comment period, fully evaluate the impacts, and consider alternatives that preserve the existing character of Moose-Wilson Road, protect archaeological and cultural resources, maintain equestrian safety, avoid new ground disturbance, and prioritize wildlife and wild spaces over expanded paved recreational infrastructure.

The Moose-Wilson Corridor should remain a place where people and wildlife can safely and peacefully coexist with minimal impact. This proposal moves the corridor in the wrong direction, and I respectfully ask NPS to reject it.

Correspondence: 202**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
North Hill, North Parade
Frome, UK
GBR

E-mail:

Correspondence Text

As an international visitor, I travelled with my family to Grand Teton National Park specifically to experience one of the few remaining places where nature still feels genuinely wild, quiet, and largely untouched.

During our visit, one of the highlights was exploring this landscape on horseback from the R Lazy S Ranch. It offered a unique opportunity to experience the area at a natural pace, with minimal disturbance to wildlife and the environment. That experience is something we will remember for the rest of our lives.

We travel thousands of miles and contribute to the United States economy through tourism because landscapes such as the Moose-Wilson Corridor are exceptionally rare. We come here not because these places need to be made more attractive, but because they are already beautiful in their natural state.

The idea behind "Making America Beautiful Again" should not mean adding new infrastructure to places that are already among America's most beautiful and pristine landscapes. True beauty in a national park lies in its undeveloped character, its wildlife, its quietness, and the sense that people have chosen to preserve rather than alter it.

There is also no compelling reason for every trail to accommodate every type of recreation. Horseback riding and cycling are not always compatible. Horses can be startled by fast-moving bicycles, creating unnecessary risks for riders, cyclists, and the horses themselves. Preserving dedicated equestrian trails allows visitors to enjoy this historic and peaceful way of experiencing the landscape safely, without compromising the experience for others.

I respectfully ask that Grand Teton National Park preserve the Moose-Wilson Corridor as it is. The conclusions reached through previous environmental review remain compelling, and once trees are removed, archaeological resources disturbed, and trails permanently altered, the original character of this remarkable place cannot be recovered.

I sincerely hope these considerations are given the serious weight they deserve. Please prioritize the long-term preservation of this rare and irreplaceable landscape over additional development.

Correspondence: 203**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Teton Village, WY 83025
USA

E-mail:

Correspondence Text

As an avid biker and frequent user of the Moose-Wilson road. I am in total support for the creation of a Dedicated multiuser corridor. It would be safer for drivers and Bicyclists.

Correspondence: 204**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Chesterland, OH 44026
USA

E-mail:

Correspondence Text

As an annual and long-time visitor to Grand Teton National Park (and surrounding area), I strongly object to the proposed changes to the Moose Wilson corridor. The project could have a negative impact on prehistoric Native American archaeological sites. The project could also have a negative impact by removing trees and native plants for a paved roadway. The disruption to the area and the negative impacts would be irreversible. Additionally, an increase in overall bike traffic would also negatively impact wildlife in the area. This entire project has been carefully reviewed and appropriately denied in the past. Regardless of the desires of the cyclists, this change to the area would be a disaster. Thank you.

Correspondence: 205**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Sisters, OR 97759
USA

E-mail:

Correspondence Text

An off the road, multi-use pathway in the Moose Wilson corridor has big potential for causing more problems than it solves. Conflicts between users and wildlife, if any wildlife even sticks around after the buildout, conflicts between users and generally adding to the congestion in the corridor come to mind. Many of the quiet horse and hiker trails would be sacrificed, which is an unnecessary outcome. Please don't do it!

Correspondence: 206**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Richmond, VA 23059
USA

E-mail:

Correspondence Text

I have been a Mountain Biker for over 30 years. I love it, but believe there are places that it should be restricted. Selfishly, I visit your beautiful area to ride horses and get back to a quieter way of life. Bikers would greatly impact the trails and potentially cause harm to horses and riders. There are plenty of places to ride, we need to respect and protect the places where you shouldn't. Thank you for your consideration.

Correspondence: 207**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

Please conserve as much of the wild lands as possible and let motorists and cyclists share this road. It is a slow traffic road and can easily accommodate both modes of transport. I have cycled it many times and feel very safe and also respected by motorists.

Correspondence: 208**Author Information**

Keep Private: No

Name: \

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I am in support of a pathway on the moose Wilson road.

Correspondence: 209**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Stamford, CT 06903
USA

E-mail:

Correspondence Text

Very sad and disheartened to hear of the changes being proposed for Grand Teton National Park. This will create further destruction and man-made erosion by now allowing biking and additional traffic to the area. I am opposed to ignoring the science and expert feedback provided in 2016. Our national parks should be kept wild and not looked at as vehicles for making money for business or very few who do not care about keeping the natural beauty and native history and sites in tact.

I hope public comments will not be ignored and this proposal will not be implemented.

Sincerely,
REDACTED NAME

Correspondence: 210**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Teton VillageAs, WY 83025
USA

E-mail:

Correspondence Text

As a resident of Teton Village, and an almost daily park visitor, this would be and absolutely fantastic improvement of the southern part of the Grand Teton. Hopefully it would include some additional parking and and access to the Snake River in that area.

Correspondence: 211**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Oxford, MI 48371
USA

E-mail:

Correspondence Text

Having had the privilege of visiting Grand Teton National Park annually for the past three years, and looking forward to returning for a fourth, I have witnessed firsthand the steady increase in visitation and traffic throughout the park. While I recognize traffic management is an important challenge, I do not believe constructing a multi-use path aligns with the National Park Service's mission to preserve the park's natural resources and visitor experience.

Rather than reducing impacts, a multi-use path may encourage additional visitation and create another heavily traveled corridor through the park. Vehicle congestion is already difficult to manage during peak seasons. Adding infrastructure that attracts cyclists and additional pedestrian traffic does not eliminate congestion—it simply shifts some of it into another form while increasing overall human presence in sensitive areas.

The construction of a multi-use path would also have lasting impacts on the park's ecosystem. Building and maintaining such a corridor would require disturbance to vegetation and wildlife habitat, potentially altering animal movement patterns and increasing the likelihood of human-wildlife interactions. Grand Teton National Park is valued because it remains a largely intact natural landscape, and new infrastructure should be considered only when its benefits clearly outweigh its environmental costs.

A more effective approach may be to manage visitation rather than expand infrastructure. A reservation system for park entry, similar to those implemented successfully in other highly visited national parks, could help regulate visitor numbers during peak periods while maintaining revenue, improving traffic flow, and protecting the park's natural resources and the quality of the visitor experience.

My own visits are centered around horseback riding through the park, which I believe is one of the most meaningful ways to experience the beauty and character of Grand Teton. Our rides cross park roads at several designated locations, and experienced outfitters and riders know how to do so safely. Even so, motorists are often inattentive, requiring riders to exercise considerable caution.

As a lifelong equestrian, I also understand that many people have little experience interacting safely with horses. A multi-use path shared by pedestrians, cyclists, and horses would increase the potential for conflicts and accidents. Fast-moving bicycles can startle horses, and many trail users may not know the proper etiquette for approaching or passing mounted riders. Introducing these different modes of travel onto the same corridor could create unnecessary safety risks for both visitors and animals.

Grand Teton National Park is one of our nation's most extraordinary landscapes because of its commitment to preservation. I encourage the National Park Service to prioritize strategies that manage

visitation and protect wildlife and visitor safety, rather than constructing additional infrastructure that may increase long-term impacts on the park.

Correspondence: 212**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Cody, WY 82414
USA

E-mail:

Correspondence Text

My husband and I are 100% behind completing this trail and will support it in any way we can. We often take the short drive through the park over to Jackson from Cody just to ride the wonderful trail systems in place and have ridden the narrow road from moose junction to Wilson many times. And even though we are experience road bikers, it is not a comfortable ride due to safety concerns as is. We often rush through it, worrying about vehicles, without enjoying the beauty around us, just to get back on the safety of the path again. Tourists are not watching for bikers... they are watching for wildlife! With that in mind, it is unquestionably one of the best routes to take because you can stop in Teton Village and Wilson for snacks and meals, boosting our morale and the economy at the same time. Please consider this improvement and completion of the trail systems in behalf of all the bike enthusiasts out there.

Correspondence: 213**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Teton Village, WY 83025
USA

E-mail:

Correspondence Text

The decision to re--float this flawed plan is disappointing, especially since it is based on political rather than scientific considerations. While the construction disturbance is an immediate issue resulting in the displacement of many species of plants and animals, the permanent loss of habitat is bound to be a long term consequence. This is a corridor used by black and grizzly bears, wolves and other predator species, some of which have proved to be dangerous when approached too closely. This puts both critters and bikers at risk. Foraging small mammals and nesting birds will suffer a reduction of food and nesting sites due to the removal of thousands of tree, berry bearing shrubs and other vegetation. The mandate of the USFS is "land of many uses" while the Park Service's mandate focusses on preservation. This revived proposal seems to confuse the two.

Correspondence: 214**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

On July 8, 2026, I drove my car from Moose to Teton Village. On the drive I encountered several bicycles on the road, traveling in both directions. I had to slow down and even stop several times to ensure the safety of the bicyclers. As a result of the slow travel, the automobile traffic was backed up and the flow of traffic was greatly reduced. It was an unpleasant experience as a driver and the safety of the bicyclers was reduced. Please build the seperated pathway for both the enjoyment of the drivers and the safety of the bicyclers.

Correspondence: 215

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Teton Village, WY 83025
USA

E-mail:

Correspondence Text

Regarding creating a bike path along the Moose-Wilson Road:

My concerns are about safety when bikes, cars, horses and wildlife interface on that Moose-Wilson Road.

A few years ago a friend encountered a bear when bicycling that road...the bear "followed" her uphill on a stretch of the road! She is an expert rider and was able to stay ahead of the bear before it turned into the woods..."what if" this had been a novice rider and or a child?

Please consider the many "what if" scenarios.

Overall, I feel that putting a bike path along the Moose-Wilson Road would be too risky and would create more opportunities for accidents.

Correspondence: 216**Author Information**

Keep Private: No
Name:
Organization: Braeburn Farm
Organization Type: I-Unaffiliated Individual
Address: Roseland, VA 22967
USA

E-mail:

Correspondence Text

I visit at the R Lazy Ranch each year from VA and have seen the changes on the road over the years. Please reconsider making a bike path along the Moose Wilson Road. I believe it would be a disasterious change. the road is narrow and curves often, creating dangers for bikers, the auto traffic, and of course the wildlife. It has already been expanded to a hard service road and the traffic has greatly increased. If I had an option to vote yes or no I would say NO !

Correspondence: 217**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

Please allow the installation of this bike path. Allows me to ride my bike safely through this section of rode that is so very narrow with hardly enough room for auto traffic much less a bicycle rider. Should the path be allowed I would like to ask that the path be placed some distance from the road so cyclists don't have to inhale the gas fumes from passing vehicles.

Correspondence: 218**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Greenville, IL 62246
USA

E-mail:

Correspondence Text

No more paved areas. This will lead to increased traffic AND negatively impact the area. I believe the plan will also disrupt Native American burial sites. The current administration has wreaked havoc on our lands. Please don't give in. Once the land is changed, its pristine beauty will be gone forever. No!

Correspondence: 219**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am requesting that the National Park Service begin a Supplemental EIS to fully evaluate the proposed new construction and increased new uses in an area already determined to be too ecologically sensitive and with significant indigenous archeological sites, for this degree of proposed construction and new uses.

Correspondence: 220**Author Information**

Keep Private: No
Name:
Organization: private, resident, citizens
Organization Type: I-Unaffiliated Individual
Address: Jackson Hole, WY 83001
USA

E-mail:

Correspondence Text

1. To Begin: Please retain the extensive EIS work done to achieve the Alternative C Preferred Alternative incorporated into the record of decision for the Moose -Wilson Corridor, without amendment. Do not add any possible development to the corriidor which is an essential component of this unique and rare wildlife region of America, if not Planet Earth. There has been significant investment in time, public involvement and money to come to this conclusion.
2. Regarding biking interests: There are other, less intrusive, ways to facilitate bike travel, IF that is seen as a broad public priority.
Namely, removing cars from the road, especially during high traffic season and replacing access with frequent shuttle options with low impact, open air equipment (such as utilized in Disney World.). This avoids expensive, intrusive construction and allows for safer biking without detrimental effects to wildllife habitat and movement. Shuttles could be solar powered to minimize emissions and engine noise.
3. Finally, the notice and comment period is insufficient, and suspect, in a time of national chaos (several wars, dismantling of long time environmental considerations, etc.). We citizen volunteers are being disrespected.

Correspondence: 221**Author Information**

Keep Private: No
Name:
Organization: frequentvisitor
Organization Type: I-Unaffiliated Individual
Address:

York, PA 17406
USA

E-mail:

Correspondence Text

I first visited GTNP in 1988. I returned yearly since then to enjoy the wildlife and scenery, but mostly the animals that I would see. I was on horseback most of the time, riding through the park, on both sides of Moose Wilson Rd. I do know that animals are startled when they come across something quickly. I am certain a bike path along that road, into the woods will be quite problematic. Imagine a biker scaring up a mother bear and her cubs. the mother bear would get defensive and the biker would pay the price. there are bike paths south of the park and also in Yellowstone. I think our government should first think of the impact on wildlife before putting in expensive bike paths that aren't necessary and could cause a myriad of safety problems. Grand Teton National park is unique among all of the park systems..It offers excellent hiking around the lakes and up above them. Bikers can also scare hikers and cause accidents with them. I've been around bikers and the speed and stealth can hurt hikers who may be in the area. The Park system should be spending their money on more national Park Rangers to help and assist travelers, keeping them safe from themselves. This is one park that does not need a bike path through the wooded section on the Moose Wilson Rd inside the park. There are bike paths further north in GTNP. That should suffice.

Please be sensible about this...it's a catastrophe waiting to happen.

Correspondence: 222**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am a resident of Jackson, Wyoming. I am also a regular user of the area bike paths for commuting and recreation.

I am adamantly opposed to the reconsideration of a separate multi-use pathway along the Moose-Wilson Road corridor. in Grand Teton National Park.

A number of configurations were carefully evaluated in a rigorous process prior to the paving of the gravel section in 2022-23. To repeat the same process hoping for a different result is a waste of government time and taxpayer dollars.

As a conservationist and cyclist, I would always prioritize protecting the ecosystem over simply adding a new path. The incremental "value" to cyclists of a separate path over the current configuration would not justify the financial cost and potential harm to this unique area of the park ecosystem. There is just no way this pathway could be implemented without a significant disturbance to wildlife.

There are plenty of other opportunities to recreate and bike in the park, and there are other areas where pathways would be less disruptive and more beneficial.

The original decision in 2016 was the correct ones- please let it stand.

Sincerely, REDACTED NAME

Correspondence: 223**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Victor, ID 83455
USA

E-mail:

Correspondence Text

Please give the Moose-Wilson pathway high priority. This would allow safer access from Wilson, the Village Road, and Teton Village to the park. It would make it so much safer for family with kids to traverse this route. There is more auto traffic then ever so it is best to separate the cars and the cyclists.

Thanks so much for your consideration of this important pathway project.

REDACTED NAME

Correspondence: 224**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Colorado Springs, CO 80905
USA

E-mail:

Correspondence Text

I first visited this park as a 13 year old on a cross country trip from NJ, and now I live much closer and enjoy the nature in this part of the country. There is no good reason to build a bike path across an area that is historically and ecologically important. People who like to ride bikes usually appreciate nature and do not need a destructive path in order to experience it. Please do not put in this bike path. It is not needed and will be destructive.

Correspondence: 225**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Beaufort, SC 29907
USA

E-mail:

Correspondence Text

The Moose-Wilson Road corridor should be left in its as-is condition in perpetuity for hikers and horse back traffic-There is no truly compelling reason to create an additional lane or passages for bike riders to traverse the corridor when multiple routes are already available in the Park for the 5% or so of the visitors to the park that are bicyclists!

Correspondence: 226**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Ormond Beach, FL 32174
USA

E-mail:

Correspondence Text

I support the proposed multi-use pathway along the Moose-Wilson road. I spend many months in this area every year and ride my bicycle there frequently. I have almost been hit by vehicles more times than I can count! A separate pathway for bicycles would be much safer for both cyclists and vehicle drivers. Please approve this multi-use pathway on the Moose Wilson Road.

Correspondence: 227**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA

E-mail:

Correspondence Text

Dear National Park Service,

I support the proposed Moose-Wilson Pathway and encourage the National Park Service to move forward with a design that prioritizes visitor safety while protecting the extraordinary natural and cultural resources that make Grand Teton National Park so special.

The Moose-Wilson Corridor is one of the most heavily traveled areas in the park, yet people walking and biking are currently required to share a narrow roadway with vehicles. Completing this missing pathway connection would provide a safe, separated route for families, employees, visitors, commuters, and recreational users of all ages and abilities. It would also complete an important regional nonmotorized transportation network connecting Moose, Jackson, Wilson, and Teton Village.

As someone who values both conservation and responsible community planning, I believe this project demonstrates that transportation improvements and environmental stewardship can work together. I support designing the pathway to minimize impacts through careful routing, seasonal wildlife considerations, habitat restoration where appropriate, visitor education, and continued consultation with Tribal Nations and cultural resource experts.

I also support evaluating the proposed relocation of the northern section of Moose-Wilson Road out of sensitive wetland habitat if it results in long-term improvements for wildlife, wetland function, visitor safety, and overall corridor management.

Investing in safe, connected, nonmotorized transportation helps reduce vehicle dependence, improves the visitor experience, and encourages people to experience the park at a slower, more meaningful pace. Thoughtfully designed pathways can become an asset to both people and wildlife when they are planned with care.

I encourage the National Park Service to advance this project while continuing to prioritize science-based environmental review, adaptive management, and long-term stewardship of the Moose-Wilson Corridor.

Thank you,
REDACTED NAME

Correspondence: 228**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Teton Village, WY 83025
USA

E-mail:

Correspondence Text

I reside at the base of Teton Village on the Moose-Wilson Road and use the road to access Grand Teton National Park every weekend in the spring, summer, and fall. I am in full support of creating a pathway for bikes and pedestrians separate from the roadway because combining cars and bicycles on the road is extremely dangerous and slows traffic in an already congested, tight area. Tourists frequent the area and are often distracted in search of wildlife, which takes their eyes off the road. I think it's a miracle that more cyclists haven't been seriously injured or killed on the road in the past. The argument that creating a pathway next to the road would be more disruptive to the wildlife and woods the road runs through strikes me as absurd. There is already an inordinate amount of traffic going through there every day, people stopping their vehicles and getting out, walking along the road, hiking, and biking. Any additional disruption created by separating the pedestrians and cyclists from the moving vehicles could not possibly be significant enough to justify the profound safety risks created by forcing them all to use the same roadway. Also, adding a safer way to travel by bike would likely incentivize more people to get out of their cars, which would help the environment exponentially by reducing vehicle emissions. My understanding is also that the proposed pathway would travel near a Native American historical site. I think it would be brilliant to create a scenic attraction only accessible on foot or by bike, to create a further incentive to use the pathway. More non-motorized traffic, pursued in a safe and sustainable way, is never a bad thing in a national park! Please build the pathway!

Correspondence: 229**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Mackinaw, IL 61755
USA

E-mail:

Correspondence Text

My husband and I have been spending 1 to 2 weeks for the past 15 years at the R Lazy S Ranch just south of the Rockefeller Center. We have spent quite a bit of money during those 15 years enjoying the unique placement of the Ranch and surrounding national Park land with many others who come to the Ranch. Horseback riding and numerous wildlife sightings have been integral to our enjoyment. Now, Grand Teton National Park plans to reconsider constructing a bike path along Moose-Wilson Road just north of the ranch. This would involve both constructing a new path in the trees along the existing road, as well as converting some of the primary horse trails we ride on just south of the Lawrence Rockefeller Preserve, into a multi-use path that would allow biking. This project would impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife in the area. There are also, of course, significantly increased risks to horseback riders when sharing trails with bikers. While we always do our best to be alert when crossing roadways or trail-crossings where bikers may be quietly but swiftly approaching, increasing the opportunity for biker-equestrian interaction is cause for concern. Bikers travel at much higher speeds along the curvy road, and could also be negatively impacted by wildlife or horse interactions.

Over a decade ago, Grand Teton embarked on a lengthy management planning and comprehensive environmental review process to evaluate prospective improvements to the roadway within the Moose-Wilson Corridor. In 2016, we were greatly relieved when the final plan drafted under the recommendations and expertise of a wide array of science and conservation advisors as well as in consideration with public input, "allowed for maintenance and improvement of the existing roadway but prohibited any further proliferation of additional pathways or bypasses" (National Parks Conservation Association). The R Lazy S Ranch has been bringing a tremendous amount of value to the area while maintaining best practices of conservation and stewardship of the land for over 75 years. We are devastated that the introduction of bicycles further into the park will greatly impact our enjoyment and be very detrimental to our horseback riding experiences in the future.. Please do not approve any further bikepath Construction along the Moose Wilson Road.

Correspondence: 230

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Indian Trail, NC 28079
USA

E-mail:

Correspondence Text

It is in my strong opinion that we should keep the park as is.

Correspondence: 231

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Oakland, CA 94608
USA

E-mail:

Correspondence Text

Please do not construct this road which will have negative ecological impacts!

Correspondence: 232**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83002
USA

E-mail:

Correspondence Text

The Moose Wilson corridor is VERY heavily trafficked with cars and campers making this access extremely challenging and dangerous for bicycle traffic. The bike paths in the Jackson are an incredible asset that is enjoyed by locals and tourists alike. Tourists comment on the safety of the paths and the beauty that can be accessed by bicycle. The last key vital piece is the Moose Wilson road. Traffic could be reduced and a unique wildlife experience enjoyed on bicycle if this area were to be developed with the care and thoughtful planning that has created all of our pathways to-date. I absolutely support this initiative that will service all road users and continue to put Jackson on the map as a place to cycle!

Correspondence: 233**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

Please create this pathway and consider having curves and other ways to slow traffic so that bikes cannot travel fast. The pathway should be safe for nonmotorized users of all ages (not just fit individuals racing on road bikes.)

Correspondence: 234**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

The proposed Moose–Wilson Pathway represents an important investment in safe, sustainable access to Grand Teton National Park for residents and visitors alike. By creating a dedicated route for cyclists and pedestrians, the pathway will reduce conflicts with vehicle traffic while encouraging healthy, low-impact recreation. Expanding bicycle access allows more people to experience the park's extraordinary scenery without adding to congestion or emissions, helping preserve the very qualities that make Grand Teton so special. The pathway will also strengthen connections between surrounding communities, making it easier for people of all ages and abilities to reach the park without relying on a car. Supporting the Moose–Wilson Pathway is an investment in safety, conservation, and a transportation network that reflects the values of the Jackson Hole community.

Correspondence: 235**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

San Francisco, CA 94118
USA

E-mail:

Correspondence Text

My concern is the harm this construction and increased human presence would inflict on one of the most sensitive wildlife areas in Grand Teton National Park. The stretch between Moose and the Death Canyon Trailhead road encompasses irreplaceable riparian and wetland habitat. Sawmill Ponds and the adjacent beaver-engineered wetlands sustain moose, beavers themselves, otters, stoats, waterfowl such as ducks geese and grebes, and a food web that depends on these pools. Fragmenting or dewatering this system through road realignment and a parallel corridor of pavement would cause cascading ecological damage.

This corridor is also active grizzly bear habitat. Grizzlies in the Greater Yellowstone Ecosystem remain federally protected as threatened under the Endangered Species Act, and a new pathway inviting continuous foot or bicycle traffic through their range raises serious concerns about further displacement, habituation, and dangerous human-bear encounters.

I believe the park should retain the existing alignment and forgo the parallel pathway through this riparian zone. The ecological cost outweighs the recreational benefit.

Correspondence: 236**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

There is no need to add additional pavement within the National Park. The existing roadway provides an excellent riding surface for experienced bicycle riders, comfortable in traffic. This is not a pathway that should be accessible to all riders, regardless of skill level.

Correspondence: 237**Author Information**

Keep Private: No
Name:
Organization: Individual
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA

E-mail:

Correspondence Text

I would like to strongly favor the building of the Moose-Wilson bike path. Why? The answers are numerous...

(1) Safety - This road can barely handle the auto traffic that it's being asked to handle now. Bicycles add a major obstacle to the flow of traffic and not to mention the frustration felt by both groups. This is a disaster and needs to be fixed quickly.

(2) History - Build it and they will come! People will be happy to park their cars in order to experience this special section of the park on a bicycle. Who wouldn't. Be prepared to build a parking lot on the village section because you will need it. I think Zion National Park set the "gold standard" by restricting autos and promoting bicycles.

(3) Public Enjoyment - By keeping the motorists and bicyclists separate, it will provide the enjoyment for both groups. I think it would promote more bicycle tourism to Jackson and the surrounding area. This will set an example for the rest of the country that a well designed bicycle path system is good for the economy and promote a more healthy and outgoing holiday for visitors. Good for Wyoming too!

Thanks for allowing me to add my opinion!

REDACTED NAME

REDACTED WEBSITE

Correspondence: 238**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I've enjoyed the corridor from Teton Village to Moose since moving to the valley 16 years ago. I've often walked and biked it for different purposes, but lately I've been biking it at least one time per week to avoid the parking wait at LRP. I think it would be a great asset to the safety of everyone to have a bike path on this road.

Correspondence: 239**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Wilson, WY 83014
USA

E-mail:

Correspondence Text

Not every place in the park needs to be bike friendly for all abilities. This return proposal of a bike path along Moose Wilson should not go through in my opinion. The cultural impact should be of utmost importance in this consideration as well as the biological impact. The construction of a new bike path will disturb areas of cultural significance. And with the bear activity there, I worry about a child on a bike on the bike path during bear season. I as an experienced biker would not feel comfortable off on a bike patch on that stretch without the ability to have cars as a buffer and the extra amount of people around us.

The proposed bike path is not a good idea in my opinion and should not happen.

Correspondence: 240

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Lake Worth, FL 33467
USA

E-mail:

Correspondence Text

Please no paved trails. Lets leave the enviroment like we found it!

Correspondence: 241**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
kelly, WY 83011
USA

E-mail:

Correspondence Text

a resounding NO (once again) to the development of the Moose-Wilson corridor.

fragmenting habitat is one of the worst things for wildlife. there is a huge amount of data on how fragmenting alters wildlife's behavior.

continuing to promote recreation and access over conservation is a dangerous threat to wildlife and habitat, and it is up to the Park to hold a line somewhere.

the 2016 Record of Decision to not construct this path should stand. the current plan, not perfect for people or wildlife, is a longstanding compromise, and should not be further chipped away.

it is time to stop adding gas to the increasing marketing of the park as a mecca of easily accessible recreation with "added bonus" of wildlife.

i also am annoyed at the very short comment time. i realize the pressure from higher up must be immense. but it is more important than ever to not destroy what can't be regained.

thanks to those who see the value of an fairly intact ecosystem that the GYE is. hard work for sure.

Correspondence: 242**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Brooklyn, NY 11216-2522
USA

E-mail:

Correspondence Text

To whom it may concern,

I am writing to express my strong opposition to the National Park Service's proposal to reopen and revise the 2016 Moose-Wilson Road Comprehensive Management Plan, specifically the plan to construct a separated multi-use pathway and realign a 1.8-mile segment of road between Sawmill Ponds and Death Canyon Road.

This plan was already thoroughly studied. The 2016 process involved years of public engagement and resulted in Alternative C, a decision that deliberately balanced preservation with public access and rejected the pathway option due to its impact on sensitive wildlife habitat. The Moose-Wilson corridor supports moose, bears, and other species that depend on the area's forests and wetlands, and a permanent, separated pathway running the length of the corridor risks fragmenting that habitat and increasing human-wildlife conflict in one of the park's most ecologically sensitive areas.

I am also concerned about the precedent this reversal sets. Revisiting a carefully deliberated, decade-old decision on the basis of a new executive order, without new environmental or scientific evidence to justify the change, undermines the integrity of the public planning process itself. If a finalized management plan can be overturned this way, it calls into question the durability of any future agreement reached through NPS's public process. I am additionally concerned that this proposal will negatively affect regional property values and further strain a corridor already used by roughly 400,000 visitors annually.

I urge the Park Service to uphold its 2016 Record of Decision and reject the proposed pathway and road realignment. Wyoming's national parks are not a venue for incremental development driven by shifting federal recreation priorities, and I ask that this precedent be avoided before it begins.

Thank you for your time and consideration.

Sincerely,
REDACTED NAME

Correspondence: 243**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am in support of completing the pathway from Teton Village to Moose. Completing the grand loop would be a tremendous asset for the community. I am an avid cyclist but avoid that section because it's hazardous. Let's do something that benefits the non-motorized locals instead of just the tourist traffic. I'll look forward to using it some day. thanks

Correspondence: 244**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

To Whom it May concern:

I am writing in support of the Moose-Wilson Pathway project. A separated multiuse pathway connecting Moose with Teton Village would be a significant improvement to the corridor for those of us who prefer non-motorized travel. As a cyclist and hiker, I can personally attest that cycling or walking on that stretch of road is unpleasant and unsafe- and I am a fit, experienced person. For anyone inexperienced or physically small or slow, it would be foolhardy to attempt it. If there were a safe, separated pathway for cyclists and pedestrians, I believe it would be heavily used and greatly appreciated as a way for a more diverse group of visitors to be able to enjoy our National Park, while also reducing traffic and pollution. Please approve the project.

Thank you,
REDACTED NAME
Jackson, WY

Correspondence: 245**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Stillwater, MN 55082
USA

E-mail:

Correspondence Text

We would encourage the area be left alone as way too much outside beauty would be interrupted.

Correspondence: 246**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

Dear NPS,

I'm am writing to encourage your thoughtful consideration and implementation of a bike path adjacent to the Moose Wilson road. I'm sure I'm adding to a long group of emails that has said it all; but let's make bikes a part of the park experience at all costs. This road as is, even with the painted bikers on the new asphalt, is very dangerous.

Best wishes,

REDACTED NAME

Correspondence: 247**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA

E-mail:

Correspondence Text

Superintendent Jenkins:

I am submitting my comments on the Draft Programmatic Agreement (PA) for the Administration's plan to implement Alternative D of the Moose-Wilson Road Corridor CMP/EIS.

1. NEPA Pathway

What is the National Park Service using to satisfy the requirements of the National Environmental Policy Act (NEPA)? Section 106 consultation is a parallel and independent statutory obligation; it is not a NEPA substitute. The regulations integrate the two processes in one direction only: an agency may use its NEPA process to satisfy Section 106 (36 C.F.R. § 800.8(c)); no authority permits a Section 106 instrument to substitute for NEPA review. I have not seen a NEPA pathway identified for Moose-Wilson Road Corridor Alternative D implementation since the PEPC posting in March 2026, which stated:

"The National Park Service is revisiting the 2016 Environmental Impact Statement and Record of Decision for the Moose-Wilson Road project. This aligns with implementation of the July 3, 2025 Executive Order Making America Beautiful Again by Improving Our National Parks, which calls for improving visitor services, enhancing access, and reviewing policies that may unnecessarily restrict recreation in national parks. The NPS is evaluating the alternatives in the EIS and Selected Action in the existing Record of Decision. Specifically, the NPS is re-evaluating the selected action to incorporate a separated multi-use pathway extending the length of the corridor and realign a segment of road, with a parallel pathway, between Sawmill Ponds and Death Canyon Road. At this time, the focus is on evaluating the existing decision. Any future steps will be addressed following the evaluation. The NPS will provide updates as next steps are defined."

The current PEPC posting states:

"Grand Teton National Park (park) continues to implement Alternative C of the 2016 FEIS (Selected Action, Record of Decision, December 5, 2016), and is evaluating amending the selected action to incorporate elements of Alternative D, specifically a separated multiuse pathway extending the length of the Moose-Wilson Corridor and realignment of a segment of the Moose-Wilson Road, with a parallel pathway, between Sawmill Ponds and Death Canyon Road. The modifications fall within the Moose-Wilson Road Cultural Landscape. The NPS worked with the Wyoming State Historic Preservation Officer, federally recognized tribes, and others to develop a draft a [sic] programmatic agreement (PA). This PA sets out a process for us to follow as we design and implement the action."

Neither announcement identifies the NEPA pathway — no Notice of Intent, no Environmental Assessment, no Supplemental Environmental Impact Statement, and no determination of adequacy for

the existing FEIS/ROD. To rely on existing NEPA, the Responsible Official must reevaluate that analysis to ensure its assumptions and decisions remain valid, must consider whether new and substantial information or circumstances would result in substantially different environmental effects, and must document that reevaluation (DOI NEPA Handbook, 516 DM 1 § 3.1). No documented reevaluation has been disclosed.

The announcements do not identify a purpose and need other than the Executive Order. Alignment with an administration priority is not a legally sufficient purpose and need statement under NEPA, and it does not explain why the 2016 ROD's selected action — Alternative C, substantially implemented and under construction — no longer meets management objectives. In addition, Executive Order 141314 directs NPS to improve visitor services and enhance access; it does not suspend the National Environmental Policy Act.

The fact a PA is being prepared confirms that implementing Alternative D will have adverse effects on historic properties. These same effects are directly relevant to NEPA's significance determination.

As reported by the Jackson Hole News & Guide (April 15, 2026), you stated that the NPS will not be conducting additional environmental analysis, describing the current effort as "amending that final step in the process" — the 2016 ROD. A Supplemental ROD requires supporting NEPA documentation justifying why the 2016 FEIS remains adequate to support implementation of Alternative D. When will the public see this documentation and have the opportunity to comment?

2. 2016 FEIS Baseline No Longer Exists

The no-action baseline for any NEPA analysis is the continuation of current management, against which all action alternatives are compared. In this case, that is the continued management is the ongoing implementation of Alternative C as selected in the 2016 ROD. The affected environment is then analyzed as the conditions that would exist in the absence of the proposed action, including reasonably foreseeable environmental trends (516 DM 1 § 6.1(b)) — the corridor as it exists today, not as it was when analyzed in 2016. The 2016 FEIS was written against pre-implementation conditions. The following changes have occurred since 2016:

- Alternative C Phase 2 construction is actively underway in 2026, with the Death Canyon Road and Trailhead fully closed through mid-November 2026 under an active construction contract.
- It is unclear whether the visitor capacity framework and management actions established by the 2016 ROD — 550 people at one time, 200 vehicles at one time — have been implemented to date.
- The two-season pilot program (2024–2025) using the Laurance S. Rockefeller Preserve (LSR) service road as a bicycle route has produced monitoring data on cyclist behavior and resource impacts that the agency has not publicly disclosed and that was not available to the interdisciplinary team that prepared the 2016 FEIS.
- The Jackson moose herd population has declined significantly since 2016. Peak historical population was estimated at 3,000–5,000 animals; the 2016–2020 average was approximately 280 animals (Wyoming Game and Fish Department herd unit reporting). Current conditions represent a changed ecological baseline for wildlife impact analysis.
- Grizzly bear recovery has continued, with documented expanded use of the Moose-Wilson corridor. Grizzly bears remain listed as threatened, and the ESA Section 7 landscape is in active flux: the U.S. Fish and Wildlife Service is under a court-ordered December 18, 2026 deadline to submit a final rule revising or removing the lower-48 grizzly bear listing (*Save the Yellowstone Grizzly v. U.S. Fish and Wildlife Service*, No. 23-363 (D. Idaho)), and congressional delisting legislation (H.R. 281) is pending. Section 7 obligations may change materially before any amended ROD is issued.
- Since the 2016 ROD, the unpaved portion of the road has been paved and e-bike use has increased

substantially, both of which bear directly on the bicycle use and safety assumptions underlying the 2016 FEIS.

Substituting Alternative D for Alternative C — which is substantially implemented and under active construction — is a substantial change to the proposed action requiring a supplemental EIS (516 DM 1 § 3.6(a)(1)). A Supplemental ROD authorizing Alternative D without analyzing these changes would most likely be arbitrary and capricious under the Administrative Procedure Act.

3. Cumulative Impacts of Alternative C and Alternative D Have Never Been Analyzed

The 2016 FEIS analyzed Alternatives C and D as competing alternatives. It did not analyze the combined footprint or sequential implementation. That combined footprint has never been the subject of NEPA analysis. A Supplemental EIS is the correct instrument, and it must address the combined and cumulative effects of sequential implementation across the full footprint of both phases.

4. Alternative D has an Unmet Prerequisite

Alternative D was analyzed in the 2016 FEIS as a package: a separated multi-use pathway extending the full length of the corridor, combined with a metered vehicle access and reservation system at both ends of the corridor. The vehicle reservation system does not exist and has not been proposed. Selecting Alternative D without the access management system is not selecting Alternative D as analyzed. That is a basis for requiring a Supplemental EIS.

5. The Existing Biological Opinion Does Not Cover Alternative D

USFWS Biological Opinion No. 06E13000-2016-F-0064 was issued to cover Alternative C as selected in the 2016 ROD. Its coverage does not extend to Alternative D. Implementation of Alternative D without reinitiated consultation would violate ESA Section 7(a)(2) and 50 C.F.R. § 402.16, which requires reinitiation of formal consultation where the action is modified in a manner that causes effects to listed species or critical habitat not previously considered. Reinitiation of consultation must take place before any action implementing Alternative D.

6. Requested Actions

I respectfully request that the National Park Service:

- Identify the specific NEPA instrument — categorical exclusion, Environmental Assessment, or Supplemental Environmental Impact Statement — that will support any amended or supplemental Record of Decision authorizing Alternative D implementation.
- Make the reevaluation document required by 516 DM 1 § 3.1 available to the public, including the determination of purpose and need independent of the Executive Order.
- Suspend further implementation steps, including execution of the Programmatic Agreement, until the NEPA pathway is identified and the required environmental analysis is completed.
- Reinitiate ESA Section 7 formal consultation with the U.S. Fish and Wildlife Service before taking any action that may affect listed species or critical habitat in the corridor.
- Release to the public all data regarding bicycle use in the Moose-Wilson Corridor from completion of the 2007 Transportation Plan EIS to current day, including the 2024–2025 LSR service road pilot program. Also, discuss this data's relationship to other pathway data in the park. The changes in bicycle use in the corridor, as well as the relation to other bicycle use in the park, is important to analyze whether a separated pathway is justified.

The resources in the Moose-Wilson corridor — wildlife habitat, archaeological resources, wetlands, and its wild character — make this corridor irreplaceable and they cannot be recovered once construction begins. Please do not make irretrievable changes to this corridor under political pressure.

Thank you for your consideration of these comments.

Sincerely,
REDACTED NAME

Correspondence: 248**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA

E-mail:

Correspondence Text

We write on behalf of CLB 2002 Dynasty Trust (the "Trust"), owner of the property located at 12270 and 12260 North Moose-Wilson Road. The Trust's property is one of the few private inholdings within Grand Teton National Park. Its connection to the Park, however, extends well beyond land ownership.

Gerald T. Halpin, who originally acquired the property, was a devoted supporter of the Park and served as the founding chairman of the Board of Directors of the Grand Teton National Park Foundation. Mr. Halpin played an instrumental role in advancing projects that strengthened the Park's long-term stewardship, including the development of the Visitor Center in Moose. Ownership of the property transferred to the Trust, where it has remained a cherished family property and a part of the Halpin family's longstanding relationship with Grand Teton National Park.

The Trust and the Halpin family remain deeply committed to honoring Mr. Halpin's legacy of stewardship and support for the Park. They continue to value their relationship with the National Park Service and have sought to be responsible stewards of this unique inholding within one of the nation's most treasured landscapes. It is in that spirit that these comments are submitted. The Trust holds genuine respect for the National Park Service, its mission, and the difficult responsibility of balancing competing public interests. At the same time, the Trust respectfully but strongly opposes the proposed realignment of Moose-Wilson Road and construction of a separated multi-use pathway as contemplated by the Draft Programmatic Agreement.

The proposed undertaking raises significant concerns. It would introduce new disturbance into one of the Park's most sensitive wildlife corridors, materially diminish the privacy and quiet enjoyment of the Trust's property, depart from the careful balance reached after the Park's extensive public review in 2016, and proceed despite the Draft Programmatic Agreement's acknowledgment that the undertaking will adversely affect historic and cultural resources that have not yet been fully identified, evaluated, or mitigated.

The Moose-Wilson corridor is more than a roadway. It is one of the Park's most important wildlife corridors, where elk, deer, moose, bears, and other animals regularly move through and across the roadway. The Trust's family routinely observe this wildlife from their property. Relocating the roadway and constructing a separated multi-use pathway would inevitably increase human activity, alter traffic patterns, and create additional interactions among vehicles, cyclists, pedestrians, and wildlife. Those impacts are inconsistent with the purpose of preserving one of the Park's most ecologically important areas.

The proposal also threatens the character of the Moose-Wilson corridor itself. Its defining qualities are its modest scale, slower pace, and limited development, allowing the surrounding natural environment to remain the dominant feature of the visitor experience. The Draft Programmatic Agreement confirms

that the undertaking extends beyond the existing roadway to include a new road alignment, portions of the separated pathway outside the existing corridor, and associated staging and construction areas. This is therefore not simply a maintenance project within an existing disturbed footprint. It is a substantial undertaking with the potential for direct, indirect, and cumulative impacts that should be fully understood before any irreversible commitments are made.

Equally concerning, the Draft Programmatic Agreement appears to defer substantial portions of the identification, evaluation, design refinement, and mitigation process until later phases of the project. While phased compliance may be appropriate in some circumstances, it should not substitute for a complete understanding of the project's consequences before the Park commits to a course of action. The public deserve a full understanding of those impacts before such a project proceeds.

The proposal would also materially affect the Trust's property. The proposed roadway would be relocated substantially closer to the Trust's front property boundary, while the separated pathway would bring increased pedestrian and bicycle traffic into close proximity with the residence. Together, these changes would fundamentally alter a property that has long enjoyed a quiet, secluded setting within the Park, diminishing both its privacy and its character.

The National Park Service's fundamental mission is to conserve the scenery, natural and historic objects, and wildlife of the national parks unimpaired for the enjoyment of future generations. The Park's 2016 decision reflected a thoughtful balance among visitor access, safety, wildlife protection, historic preservation, and the realities associated with private inholdings within the Park.

The Trust appreciates the opportunity to provide these comments and recognizes the difficult task of balancing competing public interests. The Trust respectfully requests that the National Park Service decline to proceed with the proposed road realignment and separated multi-use pathway and instead preserve the balance reflected in the Park's 2016 decision. Doing so will better protect wildlife habitat, historic and cultural resources, the character of the Moose-Wilson corridor, and the privacy and quiet enjoyment of one of the Park's longstanding inholdings. Thank you for considering these comments.

Sincerely,

Christopher Hawks, P.C.
Alicia Evans, Esq.
Hawks & Associates LC

Correspondence: 249

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83002
USA

E-mail:

Correspondence Text

I do not approve of this project; the Moose-Wilson Road is a special place with a vastness of wild creatures that do not need us further impeding their freedoms.

Correspondence: 250**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Cody, WY 82414
USA

E-mail:

Correspondence Text

I was fortunate to find the Moose-Wilson road open during a recent visit to Jackson. One of my first thoughts was there needed to be a separate path for walkers or bikers due to the narrowness of the road. This came into stark reality when I passed a family of bikers on the road integrated in the heavy traffic. SO dangerous! But what an extraordinary corridor to experience on foot or on a bike!! Please pass this measure as it will greatly enhance (and complete!) the "Grand Loop" that is already the best biking experience I've had in the U.S.

Correspondence: 251**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: San Francisco, CA 94122
USA

E-mail:

Correspondence Text

I've visited Jackson Hole and the Grand Tetons several times, hiking and horseback riding, specifically along Moose Wilson Road. Putting a paved trail for bikers through this area would irreparably harm the area. Along with hikers, this area is known to be used by herds of wild elk, specifically large herds of moms and babies. There are also historic archeology-sensitive native American sites. Not only would the permanent damage to the trails cause a huge negative impact, but the introduction of the vehicles and equipment for this process would destroy the peaceful natural environment enjoyed by so many. Please please please do not construct this path.

Correspondence: 252

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

To Whom it May Concern:

As an avid outdoorsman who enjoys the unparalleled beauty and wildlife of the Grand Teton National Park and surrounding area, I am writing to express my strong support of the Moose-Wilson Pathway. Having biked Moose-Wilson Road innumerable times given its natural splendor and ideal access to the GTNP, I am constantly aware of the risks of biking amongst motor vehicles and the obstacles this creates for the smooth circulation of traffic. As proposed. the Pathway would solve these and other issues while minimizing any potential impact. I view this as a great benefit for all.

Thank you for your consideration.

REDACTED NAME

Jackson WY

Correspondence: 253

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson Hole, WY 83001
USA

E-mail:

Correspondence Text

I support the creation of a bike path paralleling the Moose Wilson Road for the following reasons:

Impacts to wildlife won't be that great compared to other surrounding impacts

A bike path will make riding safer for those who already use the M-W Rd, and encourage those who don't to get out. I know I'll bike more knowing there's a safer path along this route

A bike path stands to reduce car use for those who commute between Wilson and Moose

Thank you for your consideration.

REDACTED NAME

Jackson, WY

Correspondence: 254**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Villanova, PA 19085
USA

E-mail:

Correspondence Text

As an avid bicyclist, I would strongly support a separate path for bicycles. The Moose Wilson road is narrow enough with distracted drivers that currently I would not ride it. It would be great to come into the Park this way.

Correspondence: 255**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA

E-mail:

Correspondence Text

The public process and the 2016 signed Record of Decision should be upheld, respected, and not be influenced by Executive Orders and special interests. As far as I am aware, a signed ROD has never been reopened in Grand Teton National Park, especially not one of this magnitude. This is unprecedented and is a failure of process shown by the US government.

Furthermore, the changes proposed in alternative D were already decided against in 2016 when the initial EIS, public comment period, and ROD were made. The science and public decided on alternative C and concrete steps have already been made in the way of alternative C. Stepping back and rescinding this ROD will cause more harm than good. Although it will appease the direction of the Executive Order, it will lead to negative effects in Grand Teton National Park, to its visitors, to its environment and to its relationship with tribal entities.

Making this large of a change as new roadways in a national park should be accompanied by either a supplemental or a new EIS. Basing the conversation around alternative D on data that is 10-13 years old is not the scientific procedure that NEPA stands for. The current roadway provides a benefit to visitors, it goes through different ecosystems and provides opportunities for wildlife viewing safely from the car. The roadway proposed in alternative D would go through sagebrush environment almost the entire way, removing the opportunity for visitors to have that connection to nature that is provided in the varying environments in alternative C and the current roadway.

Not only will cultural resources potentially be harmed but tribal relations will be strained. This is already a complex relationship between the NPS and tribes around the US but also specifically between GTNP and local tribal nations. This decision to change the ROD would put significant strain on these relationships and would signal this not only locally but nationally.

Ultimately, the failure of process involved in this decision is major and provides no opportunity to actually decide based on science whether or not alternative D would be better, worse, or neutral compared to the decision that was made in correct process in 2016.

Correspondence: 256**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

Thank you for the opportunity to comment. Public engagement is so important in the decisions that are made about the National Park system. These natural spaces are set aside for the benefit of all the American people.

Part of the benefits we receive by recreating in the parks is the ability to have awe inspiring moments. This could be observing beauty, by observing wildlife, or the chance to be alone and quiet in the wilderness.

I am concerned that by re-opening this proposal to add bike paths and rerouting the Moose Wilson Road, we have not adequately examined the effect that this will have on our native wildlife, thus affecting the quality of the experience in Grand Teton national Park. At the very least, I would think the park service would conduct a new environmental impact study to factor in the recently added road amendments.

I would urge you to carefully re-examine the wildlife impacted by this increase in road use and biking trails. Increasing access in this sensitive area will effect on our native wildlife.

Respectfully submitted,
REDACTED NAME

Correspondence: 257

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Cody, WY 82414
USA

E-mail:

Correspondence Text

This new proposed bicycle pathway between moose and Teton Village would be awesome. My wife and I ride the current road and it is quite dangerous with the vehicular traffic. Lease consider adding this in for the bicyclists!!

Thank you!

Correspondence: 258**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Charlotte, NC 28207
USA

E-mail:

Correspondence Text

At least annually for the last almost 30 years I have visited the Jackson Hole area in particular Grant Teton national Park. I have had the privilege of seeing this park from foot, car and horseback. It is one of the most accessible national parks in the nation. I drove the Moose Wilson Road many times or rode a horse nearby before the road was paved. I completely understand the decision to pave it and have found the Lawrence Rockefeller Center a valuable addition to the area. I have Parkinson's disease and my mobility has become limited, but it allows me to experience the national park in a wonderful way. With the narrow footprint of the Moose Wilson Road you could also experience many animal experiences from a car.. the addition of another pathway will discourage animals from venturing through the area I do not see that it is justified to go against earlier decisions and agreements to not expand this area. The bike pass and roadways within the rest of the park are adequate without disturbing this last peaceful section. Please do not consider destroying a very special place.
REDACTED NAME

Correspondence: 259**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA

E-mail:

Correspondence Text

All paved roads in all national parks should have a non-motorized pathway roughly parallel to them. I have been driving and cycling in many of our parks all my life and pathways make travel safer and less stressful for riders and drivers alike.

For 50+ years I have traversed the Moose Wilson road to access the park and for work. I serviced everybody who lived along the road from the Village to Moose, the Rockefeller's to Mardie Murie. Used to drive in axle deep mud and over axle breaking holes. It is obviously worlds better now but due to 10x the traffic from back in the day, just as gnarly to travel.

Virtually every park, road, building and development is built atop aboriginal sites and relics, so that can't be a reason to reject a safe corridor. The wetlands the road currently crosses will always be a nightmare for road maintenance and the road should be relocated to the meadows to the east anyway. My favored alternative would be to close M-W road to private vehicles, just open to shuttles, liscenced tours, pedestrians and cyclists, but that's not happening and an adjoining pathway is next best. Thank you for the opportunity to comment. I love our park(s).

Correspondence: 260**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001

USA

E-mail:

Correspondence Text

Please complete the pathway loop from

Teton Village to Moose! A safe corridor will promote human powered vehicles and we need to alleviate our roads!!

The current traffic levels are unacceptable and diminish the Park experience for visitors as well as locals. Promote Park employees commuting by bike by providing us with a safe lane in which to travel.

Please please please!!

Correspondence: 261**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Roswell, GA 30076
USA

E-mail:

Correspondence Text

Please do not make any changes to the Grand Teton National Park. I have been coming to the park via horseback every summer for the past 9 years. Bike traffic would definitely change and harm the wildlife, ecosystems, and geography. The park, as it is now, is conserving all the natural wonders and wildlife that has been there for ages. Bike traffic would definitely pose danger to horseback riders. Please don't compromise the sanctity of this natural treasure.

Correspondence: 262**Author Information**

Keep Private: No
Name: Allison Michalski
Organization: National Parks Conservation Association (Official Rep.)
Organization Type: I-Unaffiliated Individual
Address: PO Box 1173
Jackson, WY 83001
USA
E-mail: amichalski@npca.org

Correspondence Text

July 9, 2026

Superintendent Jenkins
Grand Teton National Park
PO Box 170
Moose, Wyoming 83012-0179
Submitted online via PEPC portal on July 9, 2026

RE: Draft Programmatic Agreement for the Moose-Wilson Corridor Comprehensive Management Plan

Dear Superintendent Jenkins:

Please accept the following comments from the National Parks Conservation Association (NPCA) specific to the Draft Programmatic Agreement (Agreement) for the Moose-Wilson Corridor Comprehensive Management Plan (Plan). For more than 100 years, NPCA has been the fearless and outspoken defender of America's national parks. Our comments are offered on behalf of nearly two (2) million supporters nationwide who care deeply about our public lands and outdoor heritage.

INTRODUCTION

In December of 2013, NPS announced plans to develop a comprehensive management plan and conduct an environmental impact study (EIS) for the Moose-Wilson Corridor within GTNP. During this process, NPS and GTNP rigorously complied with the applicable requirements of the National Environmental Policy Act (NEPA) and NPS's mission under the National Park Service Organic Act (Organic Act): the conservation of scenery, natural objects, historic objects, and wildlife for the purpose of leaving these resources unimpaired for future generations. NPCA appreciated NPS and GTNP's commitment to satisfying the requirements of NEPA through its facilitation of transparent and science-based processes with adequate opportunities for public participation.

Although NPS selected Alternative C as the preferred alternative in 2016, and despite having initiated the implementation phase of Alternative C, NPS announced in March of 2026 that it would revisit the 2016 EIS and Record of Decision (ROD) for the Plan to align with Executive Order, "Making America Beautiful Again by Improving Our National Parks," which mandates improving visitor services, enhancing access, and reviewing policies that may unnecessarily restrict recreation in national parks. Specifically, NPS is now re-evaluating Alternative C to incorporate a separated multi-use pathway extending the length of the corridor and realign a segment of road, with a parallel pathway, between Sawmill Ponds and Death Canyon Road.

DRAFT PROGRAMMATIC AGREEMENT COMMENTS

NPS posted the Agreement in the "Open for Comment" section of the Planning, Environment & Public Comment (PEPC) portal for the Plan and opened a fifteen (15) day comment period on June 24, 2026, to run concurrent with nationwide semiquincentennial celebrations for Independence Day. No updates were made to the "Project Home" section of the PEPC portal, and the last update remains dated March 2026.

The Agreement concludes that the revised Alternative C, which incorporates a separated multi-use pathway, would have adverse effect on Moose-Wilson Road and the Sawmill Ponds archeological site, both of which have been and remain eligible for listing the National Historic Register of Historic Places. The Agreement additionally concludes that the Lawrence S. Rockefeller Site and Grey Owl Sites, cultural properties that may be eligible for the National Historic Register of Historic Places but have yet to be evaluated for listing status, would be adversely affected by the revised Alternative C incorporating a separated multi-use pathway.

In the Plan that was completed more than ten (10) years ago, Alternatives B and D were specifically not selected as the preferred alternatives, because NPS and GTNP correctly identified that these alternatives would result in significant and irreversible adverse impacts on archeological resources, substantial loss of historic character, and adverse impacts on the cultural landscape integrity of road corridor. The revised Alternative C, as contemplated in the Agreement, contains elements of Alternatives B and D that would result in the same significant and irreversible adverse impacts on archeological resources, substantial loss of historic character, and adverse impacts on the cultural landscape integrity of road corridor that NPS and GTNP identified more than ten (10) years ago.

PROGRAMMATIC AGREEMENT RECOMMENDATIONS

NPCA is deeply disappointed by the lack of transparency, disregard for required science-based processes, and minimal opportunities for public participation associated with the reopening of the ROD and the revision of Alternative C to incorporate a separated multi-use pathway that was not only previously rejected by NPS and GTNP but also analyzed to present significant and irreversible harm to resources in the Moose-Wilson Corridor. We encourage NPS to reconsider employing an unprecedented process to reopen a decision that is now more than ten (10) years old using science and data that is also now more than ten (10) years old. NPS's mission under the Organic Act is clearly defined as the conservation of unimpaired national parks and their resources for the enjoyment of future generations. We believe that implementing the revised Alternative C as presented in the Agreement would impair GTNP and its resources in the Moose-Wilson Corridor, now and for future generations, thus failing to uphold the standard for NPS explicitly stated in the Organic act.

Given the outdated nature of the science and data that this revaluation relies upon and the conclusions reached in 2016 concerning elements of the revised Alternative C, combined with the lack of meaningful opportunity for public participation, NPCA recommends that NPS and GTNP work together to:

1. Prepare a new EIS or prepare a supplemental EIS to analyze the new circumstances that warrant this revaluation as well as provide updated science and data for analysis in the study; and,
2. Open at least one (1) additional comment period that would provide the opportunity for meaningful public participation, and/or open the comment periods required by law.

FREEDOM OF INFORMATION ACT REQUEST RECOMMENDATIONS

In 2024 and 2025, GTNP launched a "Pilot Bike Path Bypass," which GTNP explained was in response to cyclists and organizations who had requested a safer pathway through that part of GTNP. The stated purpose of the "Pilot Bike Path Bypass" was to monitor use and any potential impacts to resources to determine whether this is something GTNP should consider for the future.

NPCA filed two (2) Freedom of Information Act (FOIA) requests to obtain scientific data collected during the Pilot Bike Path Bypass as well as the complete project record for the Plan, including any updates:

1. DOI-2025-001238 submitted on November 8, 2024
2. NPS-2025-001066 submitted on November 8, 2024

Despite more than five (5) written requests submitted via email and additional telephone calls to follow up on the many written requests, GTNP never responded to NPCA with the results from either FOIA request. NPCA and the public remain without the results of these requests today. We additionally ask GTNP to return the results of both requests for NPCA and the public to better understand recreational use and resource impacts in the Moose-Wilson Corridor associated with the "Pilot Bike Path Bypass" and revised Alternative C.

CONCLUSION

NPCA looks forward to NPS and GTNP's renewed commitment to satisfying the requirements of NEPA through its facilitation of transparent and science-based processes combined with adequate opportunities for public participation. We additionally encourage NPS and GTNP to remember and uphold the directives for NPS under the Organic Act by protecting the irreplaceable resources contained in the Moose-Wilson Corridor and safeguarding them against impairment for future generations. Thank you for your careful consideration of our comments, and we look forward to additional opportunities to participate in this important planning process.

Sincerely,

Allison Michalski
Grand Teton Senior Program Manager
Grand Teton Field Office

Correspondence: 263**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Teton Village, WY 83025
USA

E-mail:

Correspondence Text

I am commenting on the proposal to add a bike lane from Teton Village to Moose, WY in Grand Teton National Park. This is not a good idea. There are frequently bears on the Moose Wilson Road in the park especially in the fall. That is not good for either bikers or the bears. There is too much wildlife and natural vegetation that would be disturbed. Additionally, the new road was just finished. This would yet another big disturbance to residents who use the road. This is not an improvement. Bikes can currently use the road without incident. This would also be another feature to be maintained. If there is "extra" money, use it on the trail maintenance. Thank you.

Correspondence: 264**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am writing in support of constructing the pathway system alongside the Moose-Wilson Road in GTNP. This would provide infinitely safer passage for cyclists and to move through the southern end of the Park.

A separate pathway may also alleviate some automobile traffic along the corridor, as more folks may choose to enjoy the trip from Teton Village to Moose by bike instead of car.

A separate pathway would also eliminate car-cyclist accidents on the narrow roadway.

Correspondence: 265

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am completely opposed to the idea of creating a separate pathway in the Moose-Wilson corridor. I feel that carving out a new path through important wildlife habitat would create more stress and damage to our increasingly fragile wildlife.

I also believe the separate pathway will increase dangerous interactions between human and wildlife in this area.

I am also concerned about the loss of important prehistoric cultural sites due to pathway construction.

Thank you,

REDACTED NAME

Correspondence: 266**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Fort Lauderdale, FL 33306
USA

E-mail:

Correspondence Text

I am a frequent visitor to Jackson Hole. I've been coming almost yearly since 2006. I understand that a bike path in Grand Teton National Park along Moose-Wilson Road is being considered. It would involve both constructing a new path in the trees along the existing road, as well as converting some of the horse trails used by many equestrians south of the Lawrence Rockefeller Preserve, making it a multi-use path that would allow biking. This project would impact (and likely destroy) several prehistoric Native American archaeological sites, remove trees and native plants for paved roadway, and increase overall bike traffic which could negatively impact wildlife in the area. There is also, of course, significantly increased risks to horseback riders when sharing trails with bikers. As an equestrian, I always do my best to be alert when crossing roadways or trail-crossings where bikers may be quietly but swiftly approaching. A multi-use path would increase the opportunity for biker-equestrian interaction and is cause for concern. There exist many bike trails in the area already which I have enjoyed immensely both on my bike and inline skates. The risk of disturbing plant life and wild life with this type of construction could be extremely detrimental to the natural environment. The risk far outweighs the benefit.

Correspondence: 267**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

I really disagree with having this bike path added. There is already a way for bikers to get to Moose via the bike path through town.

Also, Moose Wilson road was just widened, which disrupted animals in the national park. It seems silly to go back in and disrupt these animals again. It's just plain unnecessary.

Thanks for taking the time to read these comments,
REDACTED NAME

Correspondence: 268**Author Information**

Keep Private: No
Name: Kristin Combs
Organization: Wyoming Wildlife Advocates (Official Rep.)
Organization Type: I-Unaffiliated Individual
Address: PO Box 1772
Wilson, WY 83014
USA
E-mail: kristin@wyowild.org

Correspondence Text

RE: Draft Programmatic Agreement — Moose-Wilson Corridor Comprehensive Management Plan, Grand Teton National Park

To the National Park Service:

We are submitting this comment on the draft Programmatic Agreement released for the proposed amendment to the Moose-Wilson Corridor Comprehensive Management Plan, which would add a separated multi-use pathway and realign 1.8 miles of the Moose-Wilson Road between Sawmill Ponds and Death Canyon Road. We oppose this change and urge the National Park Service to keep the Selected Action identified in the December 2016 Record of Decision (Alternative C) as it stands.

Wildlife safety. The segment of road under discussion was deliberately left in its existing alignment in 2016 because it runs through one of the most heavily used grizzly bear and black bear travel corridors in the park. Routing a permanent, separated pathway through this corridor would put a steady stream of cyclists and pedestrians into that same seasonal bear activity, right when berry-producing shrubs draw bears to the roadside. That means more frequent, more dangerous encounters — for visitors, and for bears, which are often killed after conflicts with people. This risk was thoroughly documented in 2016, and nothing about bear activity in this corridor has changed since then to justify accepting it now.

Cultural and archeological resources. The 2016 decision-makers rejected this same pathway and realignment concept (then Alternative D) primarily because it would cause "significant and irreversible" harm to a major archeological site containing dozens of stone circles and tipi rings — one of only three large Native American base camps identified in the Jackson Hole area. The Park Service chose to avoid the site entirely rather than rely on data recovery, an approach that had wide support among tribes associated with the park. The current draft Programmatic Agreement itself acknowledges that reviving this alignment would still adversely affect that same site, the Moose-Wilson Road's own National Register-eligible historic status, and additional cultural sites still being evaluated. A proposal the park's own process found to conflict with tribal interests and irreplaceable cultural resources should not be revived through a narrow mitigation agreement.

Nothing new to justify reversal. The 2016 process took years, drew extensive public comment, and produced a Final EIS and Record of Decision weighing all four alternatives on their merits. The Park Service concluded then that a multi-use pathway would cost substantially more than the other options while delivering fewer resource and safety benefits. What has changed since 2016 is federal recreation policy direction — not new science, new visitor data, or new tribal consensus. A policy preference is not a substitute for the environmental and cultural analysis a change of this magnitude requires.

Process. We recognize this comment period is limited to the draft Programmatic Agreement under

Section 106 of the National Historic Preservation Act. But because that same draft PA documents adverse effects to multiple historic and cultural resources, we believe any decision to move forward warrants a full, new environmental review under NEPA — including public scoping and an updated EIS — rather than being advanced through a mitigation agreement alone.

Grand Teton already offers many places to ride a bike, including its existing parkwide pathway system. There is no need to route a new pathway through the single most sensitive stretch of wildlife habitat and cultural resources in the corridor. We urge the National Park Service to retain the Moose-Wilson Road as it stands under the 2016 Record of Decision and to decline further development of the pathway/realignment proposal.

Sincerely,
Kristin Combs
Executive Director
Wyoming Wildlife Advocates
Wilson, Wyoming

Correspondence: 269**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Grass Valley, CA 95949
USA

E-mail:

Correspondence Text

I have been visiting Grand Teton National Park annually for many years, and continue to be dismayed at the pace and scope of development by the Park Service. Cultural and natural resources are far better when simply left alone and not "improved" by government intervention.

Correspondence: 270**Author Information**

Keep Private: No
Name:
Organization: individual
Organization Type: I-Unaffiliated Individual
Address: teton village, WY 83025
USA

E-mail:

Correspondence Text

Regarding the proposed Moose Wilson pathway I oppose it. The addition of a bicycle pathway away from the main road is only going to cause more conflict with wildlife. It also encroaches on the traditional use by horses in the area that has already been restricted over the years. With the addition on E bikes that go at high speeds there is the opportunity for more accidents and conflict with wildlife as well as horses.

I understood that when the main road was paved one of the reasons to pave it was to allow for greater bicycle access. As it is with E bikes able to go the speed of cars why take them off the road and put them in an area the cars are not allowed!!

Leave the area for the few hikers that venture off the busy trails and the equine users who are finding less and less areas to ride safely without the treat of an E bike blasting by.

REDACTED NAME

Wilson Wy

Correspondence: 271**Author Information**

Keep Private: No
Name:
Organization: Equestrian
Organization Type: I-Unaffiliated Individual
Address: Wilson, WY 83025
USA

E-mail:

Correspondence Text

I am an avid supporter of our National Parks, especially those located in western Wyoming. I believe folks of all walks of life deserve access to enjoy our fabulous gifts. I have been riding and hiking from the southern (Poker Flats) border of GTNP for 27 years, long before the crowds and new entrance station. I agree with the Alternatvie C decision reached and implemented in 2016 and disagree with any attempt to change this. At the very least a supplemental EIS should be diligently completed after so much time.

From personal experience I believe the LAST thing this corridor needs is more guests getting out of their cars, onto e-bikes and disturbing the wildlife and historical value inherent in this last remaining peaceful area of the park. I have many stories of the wildlife I have encountered, grizzly bears, black bears, elk, moose and more. Several close calls that require me to always carry bear spray where it is at the ready in one hand, reins in the other. Elk and moose are birthing in the areas every year. After centuries of this, where will they go with wider, invasive development?

We do not need pathways in every corner of the valley, and especially in areas where users are likely to get injured from an angry sow or cow moose. These proposed pathways may be called "multiuse" but I guarantee they would not be safe for equestrians or walkers with quiet but fast e-bikes flying up from behind. Can you imagine a family stopping to "picnic" along the pathway and the issues that could invite? We already have these issues at Jenny, String, Colter...why would anyone invite this behavior into this rich wildlife corridor and how would the park ever enforce any "rules" to compensate. In all my years of exploring the corridor, I have NEVER seen a ranger except at the entrance station and perhaps Granite parking lot. With budget cuts how could this ever change? Please resist irrational, pushy special interest groups that have little knowledge, experience or longevity in this region.

Moose-Wison is now a paved, smooth road for bicycles to share with cars that should themselves be safely meandering through this rich habitat. Please perform an updated EIS to adequately explore ANY changes to the compromise of 2016.

I would be happy to share my observations of this area and my fears that someone would be seriously injured or killed exploring the area unprepared and without the protection of a vehicle to retreat to.

Thank you for your time,

REDACTED NAME
REDACTED PHONE NUMBER
REDACTED EMAIL ADDRESS

Correspondence: 272

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001-2045
USA

E-mail:

Correspondence Text

To Whom It May Concern regarding the Moose-Wilson Comprehensive Management Plan for GTNP:

I fully agree with Joan Anselmo's Opinion Guest SHot in the JHN&G 8 July 2026.

The National Park Service must begin a supplemental EIS to fully evaluate the proposed new construction and increased new uses in an area already determined to be too ecologically sensitive and with significant indigenous archeological sites, for this degree of proposed construction and new uses.

Correspondence: 273**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I support and request the completion of the redevelopment of the Moose-Wilson corridor to include a separate multi-use pathway along the 1.8 mile stretch. A multi-use pathway will significantly improve safety for pedestrians, cyclists, and vehicles. Completing this section will connect existing routes and improve the experience of visitors to the park. Thank you.

Correspondence: 274**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Teton Village, WY 83025
USA

E-mail:

Correspondence Text

STOP!

Just stop.

Building a bike path through the Moose-Wilson Corridor inside The Grand Teton National Park is not needed, and not wanted by the majority of people who know the wildlife that roam this stretch of the park and enjoy unexpected encounters with them throughout the year. It is not just adding a bike path, but you will also have to build and maintain toilets for these bikers. Otherwise, our beloved park will become a toilet strewn with toilet paper and other products. The park services is already woefully understaffed and struggle to maintain the facilities at the trailheads for Taggart Lake, Jenny Lake and Craig Thomas Discovery & Visitor Center. Please stop this crazy plan and leave the corridor as a peaceful place for animals to exist instead of squeezing and making their spaces smaller and smaller.

Correspondence: 275**Author Information**

Keep Private: No
Name: Ano Nymus
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackso, WY 83025
USA

E-mail:

Correspondence Text

This proposal is disgusting and violates the very principles of natural preservation that this beautiful state stands for. I hope nothing like this will move forward

Correspondence: 276**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Teton Village, WY 83025
USA

E-mail:

Correspondence Text

For over sixty years, I have lived, worked and have now retired in Teton County. I am not opposed to change, nor do I wish our visitors anything but enjoyment of these lands set aside for recreation or just for viewing the mountains, the wildlife and meeting the good people who reside here. We are a good group, here in the Grand Tetons.

I have listened to the arguments regarding the Moose Wilson Road expansion and development of a bike path so those in the Village can send visitors to Moose through the Park without dodging cars. I understand how opening up even more access to an already cluttered 7 miles for bikes makes sense to increase revenues, but....just because you can, why would you want to destroy a small section of the Park that gives visitors bear sightings, visible mountain vistas and wildlife experiences they will carry with them the rest of their lives. My personal opinion is that sometimes, it's good to leave things as they are, instead of monetizing everything and trying to be everything to all people. If you build it, they will come.

Please don't put another path through this sacred area. We are stewards of the land and sometimes, most times, trying to please everyone will please no one.

Thank you.

Correspondence: 277**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA

E-mail:

Correspondence Text

I have been a full-time resident of Teton County, Wyoming for 10 years (and was born & raised a few miles from Glacier National Park in Montana) and am a very avid cyclist but I strongly oppose the construction of a bike/multi-use path in the Moose-Wilson corridor.

- The National Park Service exhaustively analyzed the possibility of building such a path 10 years ago and rejected it for many good reasons. All of the reasons it was rejected then are still relevant today - nothing has changed that would justify rescinding this decision (if anything, the opposite is true) and it's a pointless waste of scarce NPS resources (staff time and money) to revisit this.
- Construction of this completely unnecessary bike path and the related relocation of a portion of the existing road would permanently disturb sites of archaeological significance to indigenous peoples and damaging to the wildlife at the core of the indigenous peoples' culture.
- The proposed pathway would cut through and further fragment critical wildlife habitat that is currently largely undisturbed and in its natural state.
- It would significantly increase the risk of human/wildlife conflict, endangering both people and wildlife. (It's well known that black bears and grizzly bears frequent this area, particularly in the fall. It's a common site to see NPS rangers and volunteers parked beside the road telling people to stay in their cars because of nearby bears so it's ridiculous that we would now encourage "cyclists of all ages" (including many non-local families who wouldn't know any better) to cycle along a segregated path through this habitat.
- There are many, many miles of bike paths and bike-accessible roads, not to mention an almost infinite number of other recreation opportunities, in other parts of the park. Invading this small but vital corner of the park for additional miles of paved pathways (not to mention the impact of relocating over a mile of the existing road) would cause completely unnecessary harm to the ecosystem, the wildlife and the unique character of GTNP. (I would add that the recent improvements to the southern portion of the existing road between Teton Village and Moose have made it even more rideable than it was before; the changes to eliminate ad hoc parking on the shoulders and to add traffic-calming measures have been very effective.)
- The proposed pathway and relocation of the existing road will not just magically appear; this work would require an enormous amount of disruptive construction work which in addition to its impact on wildlife will ruin the park experience for all visitors while it is taking place.
- If rejecting this pathway "unnecessarily restricts recreation", what comes next - speed boats and jet skis on Jenny Lake? A motocross track around Bradley & Taggart lakes? Please use some common sense and consider the implications of your decision.

Correspondence: 278**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Hawthorn Woods, IL 60047
USA

E-mail:

Correspondence Text

Please don't extend the bike path. I enjoy vacationing in Jackson almost every summer and want to keep the park as much in its natural state as possible.

Correspondence: 279

Author Information

Keep Private: No
Name:
Organization: Self
Organization Type: I-Unaffiliated Individual
Address: Ketchum, ID 83340
USA

E-mail:

Correspondence Text

Please build a safe, separated pathway connecting Moose in Grand Teton National Park to Teton Village.

My husband and I visited Jackson Hole in May, so that we could ride our road bicycles around the Grand Tetons. We stayed in Teton Village and loved riding on the path.

We would love to return and ride the whole loop, that would include a safe separated pathway connecting Moose to Teton Village. Most of this segment was in construction while we were there, but we talked to some other cyclists and it did not look that safe anyway.

Thank you! Being able to ride our bikes in and around Grand Teton National Park is a huge luxury.

Best,

REDACTED NAME

Correspondence: 280**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I strongly oppose this. We need to further protect the parks and their natural beauty. The best thing that was ever created in the USA was the national parks. The parks are already overwhelmed with visitors. We have several deaths of people and animals each year in the parks from speeding and other incidents. We are already unable to patrol the roadways we have to create a safe environment for the amount of people who transit through each year. Save the space for the amazing wildlife that exists here. Do not ruin our home and outdoor spaces. The best thing to do with nature is to let it be natural.

Correspondence: 281**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001
USA

E-mail:

Correspondence Text

I have many concerns about the adverse impacts this project will have, but especially on the sensitive cultural features and sites outlined in the PA. The proposed project would irreparably harm all of these features, several of which have not yet been properly evaluated for the National Register. This includes the archaeological sites located toward the souther end of the project area. Further research and investigation into these sites to at least document them properly should be completed before any work moves forward. The ideal outcome would be to properly document them, add them to the NRHP and allow them to remain undisturbed from any future roadworks or pathway proposals. They are an exceptionally rare and valuable resource for the understanding of indigenous history in the valley.

This historic roadway is also one of the last few publicly accessible roads in Jackson Hole that retains any kind of integrity to the homesteading and ranching period. It is the only place where visitors and locals can appreciate what a late 19th and early 20th century roadway would have looked and felt like to travel on. All of the other original roadways dating to the same era have been replaced, decommissioned, or widened. Moose-Wilson retains a high degree of integrity that would be damaged if a separate recreation path were added, destroying the viewsheds.

The correct outcome was decided during the last review process in 2016, and there should be no changes made to the Moose-Wilson corridor at this time.

Correspondence: 282**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Jackson, WY 83002
USA

E-mail:

Correspondence Text

In 2016 a plan was drafted that prohibited any further proliferation of additional pathways or by passes within the Moose-Wilson Corridor. To defy this plan at this time would be illegal, end of story. Leave the Corridor as it is. The improvements to it since 2016 have been good. DO NOT build a separate pathway along or near the existing road.

Correspondence: 283**Author Information**

Keep Private: No
Name: Renee Seidler
Organization: Jackson Hole Wildlife Foundation (Official Rep.)
Organization Type: I-Unaffiliated Individual
Address: PO Box 8042
Jackson, WY 83002
USA
E-mail: renee@jhwildlife.org

Correspondence Text

Dear NPS Planning, Environment & Public Comment and Grand Teton National Park,

Jackson Hole Wildlife Foundation (JHWF) is a non-profit organization that has been working for 33 years to conserve Wyoming and Idaho wildlife and their habitat. Our mission is to advance wildlife conservation through science, collaboration, and a community of volunteers. We work closely with state, local, and federal agencies, including the Wyoming Game & Fish Department, Grand Teton National Park, Bridger-Teton National Forest, and private landowners to preserve our native wildlife and their habitat, and to promote coexistence between people and wildlife.

We are pleased to have an opportunity to comment on this decision-making process about the cultural landscape of Moose-Wilson Road through the programmatic agreement between GTNP and the Wyoming Historic Preservation Officer. We are gravely concerned, however, that the federal government has skipped public process regarding the environmental impacts of this decision. Since the cultural significance of this area is innately tied to wildlife and habitat, we hope that the decisions made around the programmatic agreement reflect careful consideration of the complete set of resources that have shaped and been shaped by human presence.

In 2016, it was determined that constructing a pathway would have "significant and irreversible" impacts on the Indigenous archaeological site in the area, a 12-acre site with at least 11 partial stone circles or tipi rings, one of three large Native American base camps identified in the Jackson Hole area. There is no doubt that Indigenous people's occupancy of the area was and is tied to the natural resources, especially the abundant wildlife. The historic character and cultural integrity of this landscape are inseparable from the ecological conditions that drew people here — and still do.

As the Park evaluates amendment of the 2016 Record of Decision (ROD) to incorporate elements of Alternative D from the prior extensive and expensive NEPA process, we note that the Park already considered and rejected this approach: the 2016 ROD found that Alternative D would provide more recreational amenities while causing greater harm to natural and cultural resources than the adopted Alternative C, primarily as a result of constructing a separate multi-use pathway.

Our concerns go beyond the physical record of Indigenous presence in this landscape and extend to the reasons Indigenous peoples have long depended on this place. Preserving the cultural significance of the area requires the preservation of the native ecosystem, including its wildlife. This cultural connection does not only exist in our past but is a major component of today's historic character and cultural integrity within Grand Teton National Park and will remain significant in the future only if the ecological conditions that created it, above all, its wildlife and habitat, are protected. To that end, we have further concern regarding the construction of a pathway on the Moose-Wilson Road, which will bring more pedestrians in the form of walkers, bicyclists and others to the corridor.

The impact of pedestrians on wildlife is outsized, even compared to that of slow-moving vehicles (the speed limit on Moose-Wilson Road is 25 and 35 mph). Wildlife change their behavior in the presence of pedestrians, leading to increased stress levels, daily and seasonal habitat use changes, and may simply drive them away from the area (Jordan et al. 2025). A controlled comparison of motorized and non-motorized recreation on the same landscape found that mid- to large-bodied mammals shifted their activity patterns and habitat use significantly more often in response to hikers on trails than to vehicles on roads (Gump & Thornton, 2023).

Our own community-science monitoring across the Bridger-Teton National Forest reached the same conclusion locally: foot traffic (hiking, skiing, and snowshoeing) had a stronger negative effect on wildlife than any other recreational activity, with elk showing both spatial and temporal avoidance of high-recreation areas and moose shifting the time of day they used heavily trafficked habitat (Larson et al., 2026). Because the proposed pathway is explicitly designed to accommodate walkers as well as cyclists, it would introduce substantial new foot traffic and touring bicycles, not merely the low-volume cycling through-traffic that currently exists, directly alongside the area's most sensitive foraging and calving habitat.

Grizzly bears in particular show immediate avoidance and flight responses to approaching people that are stronger and more consistent than their responses to passing vehicles (McLellan & Shackleton, 1989). This corridor provides incredibly important habitat to a multitude of important wild species. It is foraging habitat for black and grizzly bear in the fall, year-round habitat for moose, and parturition range for elk and moose. To emphasize the level of impact pedestrians have on wildlife, compared to vehicles, the added pavement and increased fragmentation of this project on the habitat is of secondary concern to the increased stress levels that pedestrians will cause for wildlife and their subsequent changes in habitat use.

It is also worth noting that the corridor's adopted 2016 alternative already includes sequenced, timed entry management of traffic, together with a reduced speed limit, specifically to protect the sensitive resources of the corridor. These lower-impact tools are working: by regulating vehicle volume and speed rather than adding a permanent structure, the Park has been able to reduce pressure on soils, vegetation, and wetlands while limiting disturbance to wildlife, including grizzly bears and other species of concern — without foreclosing future management flexibility. A pedestrian pathway would lock in a permanent footprint of disturbance that cannot be scaled back or adjusted in response to changing wildlife conditions the way timed entry and speed management can.

Finally, adding a pathway to the Moose-Wilson Corridor will vastly increase the incidence of human-wildlife conflict that cannot be mitigated with seasonal closures. Bears are present along this corridor in late summer and fall, gathering important caloric resources during hyperphagia that they cannot obtain elsewhere. Moose are here year-round, birthing and guarding their calves, mating during the rut, and foraging on important aquatic and other food sources. Elk too create a threat to pathway users that can result in human injury or death.

There is a reason that the National Park Service has a rule that people must stay >100 yards from bear and wolves and >25 yards from all other wildlife (unless people are in their cars). A pathway on the Moose-Wilson Road will put people in proximity to wildlife in breach of the rule almost daily, leading to many violations of this federal regulation.

As the programmatic agreement continues through evaluation, we ask that the full breadth of the cultural significance of the Moose-Wilson corridor is considered, including the wildlife resources that

have been critical historically and now. The preservation of the historic and wild character of this area is critical to both the local, regional, and country's economy as wildlife are one of the main draws for visitors to Grand Teton National Park.

References

National Park Service, Grand Teton National Park. (2016). Moose-Wilson Corridor Comprehensive Management Plan, Record of Decision.

National Park Service, Grand Teton National Park. (2026). Draft Programmatic Agreement for the Moose-Wilson Road (Wyoming SHPO sites 48TE1205, 48TE498).

Jordan, S.E., et al., 2025, Effects of nonmotorized recreation on ungulates in the western United States—A science synthesis to inform National Environmental Policy Act analyses: U.S. Geological Survey Scientific Investigations Report 2025–5014, 60 p.

Gump, K. M., & Thornton, D. H. (2023). Trucks versus treks: The relative influence of motorized versus nonmotorized recreation on a mammal community. *Ecological Applications*, 33(7), e2916.

McLellan, B. N., & Shackleton, D. M. (1989). Immediate reactions of grizzly bears to human activities. *Wildlife Society Bulletin*, 17(3), 269–274.

Sincerely,

Renee Seidler
Executive Director
Jackson Hole Wildlife Foundation

Correspondence: 284

Author Information

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Jackson, WY 83001
USA

E-mail:

Correspondence Text

For those with the power and willingness to put the brakes on another intrusion of urban development, so prevalent in

Jackson and Teton County Wy., now is the time. After attending a meeting of concerned and informed citizens regarding

the planned Moose-WilsonRd.project, I have concluded a legal remedy is the only option available. The realignment of

the existing road and addition of a multi use pathway and additional required services may appear to benefit the public,

but will greatly increase dangerous human-wildlife encounters. As the signage states, THIS IS GRIZZLY BEAR COUNTRY!

It appears that the project has already been approved and that legal action is the last resort. I urge those tasked with final-izing this plan to review the 2016 EIS before continuing this project!

Correspondence: 285**Author Information**

Keep Private: No
Name:
Organization: Grand Teton Volunteer
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

I am writing to strongly voice my objections to this draft programmatic document, potentially allowing a bike path on the Moose Wilson Road. The proposed plan was many years in the making and I commented on that numerous times throughout the massive EIS planning process, with plan C approved and construction well underway. MWR is a critical wildlife habitat for deer, elk, moose, bear, beaver, birds and more. It is ecologically fragile and also has numerous indigenous archeological sites. Should a bike path be built, we would see more bike stores and tours in Teton Village, Moose, Wilson, and Jackson allowing for thousands more people to either rent a bike or go on a guided tour. I have already commented to GRTE Superintendent Chip Jenkins. Please let me know if there's something else I can do.

Correspondence: 286**Author Information**

Keep Private: No
Name:
Organization: none
Organization Type: I-Unaffiliated Individual
Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

Dear National Park Service, My name is REDACTED NAME and I have lived in Wilson for almost 50 years. I am a frequent user of the Moose Wilson Road.

I commented on the Alternatives presented in 2016 and am very pleased that Alternative C was chosen. We are lucky to have so many bike paths around the valley. The Moose Wilson Road should not be one of them!

I have frequently encountered Black Bears, Moose with calves, Deer and Great Grey Owls on and near the road.

Alternative C offers some protection for wildlife, and Alternative D has the possibility of increasing human/wildlife conflicts.

Alternative D means a loss of habitat by creating a bike path and moving the road.

I urge you to conduct a supplemental EIS to shine more light on what is being proposed.

Sincerely,

REDACTED NAME

Correspondence: 287**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Greensboro, NC 27408
USA

E-mail:

Correspondence Text

I am strongly opposed to the building of bike paths along the Moose-Wilson road, and to any allowance of mountain biking on wildlife trails or horse trails within the Teton National Park. The standing agreement to limit park access in this area to hikers and horseback riders should be honored and maintained, and is important for safety and for the welfare of the resident wildlife. Jackson Hole offers plenty of opportunities for bike riders elsewhere, including an entire bike friendly path all the way from the park entrance just north of Teton Village into Wilson. Please don't build a bike path along the Moose Wilson road or allow biking where it would endanger hikers and horseback riders in the park.

Correspondence: 288**Author Information**

Keep Private: No
Name:
Organization: none
Organization Type: I-Unaffiliated Individual
Address:
Jackson, WY 83001
USA

E-mail:

Correspondence Text

Concerns I have about the programmatic agreement under which the Park Service is to consider changing the 2016 record of decision on the Moose-Wilson corridor plan:

First, what is the purpose of giving the public a 15-day comment period with little information about the changes to be made? I would have expected not only a longer period but an open house or other forum to explain why this change is being considered and what has changed since 2016 that requires said change. The lack of transparency, public notice, and time to comment suggests that perhaps the public is not being seriously invited to engage at this time.

Having worked with projects requiring analysis and public involvement under NEPA for decades, what I think is supposed to happen is this: Once a decision has been made and the ROD published, the public expects what we see on the ground to match what the FEIS/ROD states. If some part of the decision is to be revisited a decade later, it would seem that, given NEPA requirements, a new analysis would have to be done, not a post-ROD tweak that could have obvious environmental consequences.

Another question: why now? The decision made 10 years ago is being implemented at what is clearly considerable expense. If part of the decision is going to be revisited, will some of the finished and ongoing work on the roadway be torn out? This doesn't make sense during a time when all federal agencies are strapped for funds.

I commented on the corridor plan during the period between 2014 and 2016 and I think the chosen alternative represented a reasonable balance between providing for public recreation and leaving park resources unimpaired. Now, from what I understand, the executive order to which the new proposal responds includes some language about the 2016 decision failing to properly accommodate the need for people to access and enjoy the park. This flies in the face of what I have been seeing on the ground as Alternative C is being implemented - improved parking, roadway, trailheads and other visitor facilities. Access is more than adequate now.

In hopes that public comment can be useful,
REDACTED NAME

Correspondence: 289**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: Charlottesville, VA 22902
USA

E-mail:

Correspondence Text

I believe the Moose Wilson corridor is already overloaded with traffic in the summer. And while bikers may like a separate trail the traffic is slow enough to have both bikes and cars on the roadway. It would be too bad to create more construction and activity that might interfere with the resident wildlife. Having experience wolves, moose, bears etc. along the road, a bike path might be the issue that pushes wildlife away from this special road.

Correspondence: 290**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

960 N Fall Creek Road
Wilson, WY 83014
USA

E-mail:

Correspondence Text

To whom it may concern:

I have lived in Teton County for 54 years, mostly in Wilson, WY. I also worked for Grand Teton National Park for 5 years in the 1970's and know the park fairly well, especially the Moose-Wilson road. I am supporting the decision made in 2016 that says a pathway should not be put in. This was decided after a 2016 EIS study.

The Park has to stop confrontations between unknown people and the wildlife. This corridor, lined with dense vegetation, increases the likelihood of sudden and dangerous encounters. Safety concerns are immense and endless law suits could be had against the Park Service. Grizzly and black bears, moose, deer, elk, beavers, etc. can be seen and should be seen from inside a vehicle. This road is often closed because of dangerous bear activity. So to add a pathway with children, strollers, infants, pets, etc. is not feasible.

There needs to be a current EIS study to be done. The last study was 2013 to 2016. Please consider this study and not just re-evaluating the old study. I would think this should be illegal.

This area of the park has more wildlife encounters than anywhere else. Please do not make the mistake of adding a pathway here.

Thank you,
REDACTED NAME

Correspondence: 291**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
wilson, WY 83014
USA

E-mail:

Correspondence Text

My comments on the recent proposal to change the 2016 decision of record for the Moose Wilson Rd in Teton NP.

The short response time for comments is unreasonable. The lack of a clear information re Alt D does not allow the public to respond in an informed manner. There is not expressed a clear purpose and need beyond an executive order. The NEPA process is being circumvented and the process is and will be tainted by lack of due process that the decision will be remanded for not following the law.

If the public and NPS feel a need to redress the 2016 decision because of new information or changing conditions then conduct a supplemental Environmental Impact Study(EIS) to analyze the new circumstances that warrant the proposed incorporation of Alternative D using current data. The current data would need to include how many miles of bike paths have been built in the Park and service the Park since the 2016 decision.

I have lived in Wyoming off and on since 1972 and enjoy the many facets of a life lived in and adjacent to Teton National Park and National Forest. I have lived in Wilson for many years and use the Moose Wilson road for recreation. Please don't lessen the unique experience for millions of visitors in the name of an executive order.

Correspondence: 292**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83002
USA

E-mail:

Correspondence Text

I actually think this pathway is an awesome idea! I've lived in Jackson for a decade, and worked for the Park as well as some of the activist organizations that oppose this path. I disagree with them. Moving the road ways from the wetlands at the north end of the road actually may end up being a net positive benefit for wildlife. Also, the road currently is incredibly unsafe for cyclists. As e-bikes continue to gain popularity, there will only be more people wanting to bike this road. This path should have been built years ago...it creates a world class bike loop through a work class park. The moose and black bear will be fine. Don't listen to crazies....BUILD THE PATH!!!!

Correspondence: 293**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA

E-mail:

Correspondence Text

First, why is the Park Service reconsidering the decision that was made in 2016 regarding management of the Moose-Wilson corridor? That decision (which was to NOT put in a separate bike path) was made following a very extensive, years-long environmental review and public participation process. Now suddenly you are announcing in this obscure way that a separated bike path is going to be put in? What is the justification for this? On what grounds can you toss out an approved Record of Decision and just decide to do the opposite of that decision, with essentially no notice to the public?

The Draft Programmatic Agreement reads as if the decision to put in the separated bike path has already been approved. Has it? Please explain when the decision was made and by whom. The opening "Whereas" states that GTNP "plans to implement additional scopes of work associated with the Moose-Wilson Corridor Comprehensive Plan..." What does that mean? This whole document is so thick with jargon and vague language that it's hard to tell what's being proposed and what has already been decided on. What "additional scopes of work" are you going to do? When?

Another indication in the programmatic agreement that a decision has already been made is under the 9th "Whereas," where it states that the Park Service "has determined that the undertaking will adversely affect known historic properties within the APE, but that the full effects on all the historic properties as a whole cannot be fully evaluated prior to the approval of the undertaking..." Why not? What's the mad rush? Why approve the project before you know how it's going to damage cultural resources? What is driving the haste? Why take this "leap before you look" approach?

The programmatic agreement states blandly under the fifth "Whereas" that realigning the road, constructing a new separated multi-use pathway, and restoring the existing 1.8 mile segment of the road after realignment would "satisfy the requirements of the EO." Are these the only actions that would "satisfy" that EO? Who decided that? What other alternatives have been considered? What exact language in the EO demands this destruction, and why isn't that presented to the public? What other recreational amenities need to be approved and built in Grand Teton National Park to satisfy the EO? Do we need a gondola from Jenny Lake to the Grand, or jet boats on Leigh Lake? What happened to all the environmental laws and regulations that guide decision-making in the national parks? What happened to involving the public in decisions that affect OUR public lands?

The Executive Order that is supposedly driving this does not force this very destructive action. There is no shortage of recreational opportunities in Teton County or in Grand Teton National Park. Keeping the Moose-Wilson corridor as undisturbed as possible does not deprive people of recreation—in fact, for many people, their primary recreation (and primary reason for coming to Grand Teton NP) is observing wildlife. Keeping traffic and bikes confined to the existing road instead of disturbing wildlife by a separated pathway increases their chances of seeing wild animals. If a separated bike path is built, the

space between the bike path and the road will become a no-animals-land and wildlife seekers will instead be treated to speeding humans in bright lycra. There are bike paths throughout the county and throughout the Park. We don't need another through one of the most sensitive and wildlife-rich portions of the park.

It's also very strange to put forth this dense and technical agreement as your announcement that the protections in the existing plan no longer hold. Are you trying to baffle the public? Why is a "programmatic agreement" with the Wyoming Historic Preservation Officer an appropriate document to both (apparently) announce a drastic change in park management and to solicit public comment? Are we being asked to comment on the technicalities of this document, while the bigger issue of whether or not a bike path should be reconsidered at all is ignored? Are there going to be future opportunities for the public to comment? Or is this bizarre request for comments on a technical agreement with a historic preservation agency the only chance we're going to have?

The "Programmatic Agreement" is concerned exclusively with cultural resources. Without a doubt, these should be protected as well—but what about the wildlife? What about wildlife habitat? What about critical grizzly habitat? Have those concerns evaporated? When will those be considered, in the rush to undo the wise decisions made during the EIS process 10 years ago?

For the record, I strongly oppose re-opening the record of decision and I strongly oppose putting in a separated bike path through the Moose-Wilson Corridor. This is an incredibly sensitive part of the Park, and it should be left as undisturbed as possible for the wild species that depend on its wetlands, ponds, meadows, and forests. It should not be yet another human recreational amenity, even if Teton Village business owners want to make more money off the park. The Park Service has a higher responsibility than providing "recreational opportunities." Your responsibility is to protect the natural qualities of the park, and to preserve them for future generations.

Please let the public know that this is not the only chance to comment on this very bad idea. Please explain to the public what conditions have changed that would justify this significant change in policy. This "programmatic agreement" in no way satisfies the public participation requirements or the environmental review and analysis that needs to be done if the 2016 agreement is to be cast off.

Sincerely,
REDACTED NAME

Correspondence: 294**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Moran, WY 83013-0420
USA

E-mail:

Correspondence Text

NPS is providing scant information about its intentions and the effects of implementing Executive Order 14314 for the Moose Wilson Corridor. As someone who participated in the scoping and DEIS comments over a decade ago, I feel deceived and insulted. It is that easy to simply overturn public process and the hard work of former NPS staff?

How can recreation now be the dominant concern for the Moose Wilson corridor, given that GRTE has provided many miles of paved pathways in the past decade? Is GRTE being objective about the rationale and costs of this revision, or are you being pushed by local political forces (pathways proponents) jumping on the EO bandwagon?

Mitigation and monitoring should include honest evaluation of how much of the use and benefits go to Teton County residents. If the bike path is mainly a playground for locals, Teton County and recreational groups should bear at least some of the costs for construction and maintenance.

The document provided for "public comment" is very hard to understand, and appears to be a legal document for the narrow purposes of jumping through hoops. You do not even bother to explain things such as "LSR Site (48TE1959) and Grey Owl Sites (48TE1961)".

Most troubling is that the new process abandons the big question of how much environmental impact will result from this about-face from the previous decision on the Moose-Wilson corridor. Where is the previous EIS no longer sufficient, considering changes in the past decade, such as more visitors, more local residents, the growing use and speed of e-bikes and scooters, wetland losses, vegetation changes, reduced beaver presence, and other current wildlife issues and trends?

If you proceed with the road realignment (having determined there is no need for environmental concern), I strongly urge you to ensure there are adequate funds for restoring the wetlands and streams in the realignment section, and for future monitoring to ensure that the work is successful. Future work should include monitoring wildlife that depend on the aquatic system: amphibians, beavers, waterfowl, riparian birds, fish, and invertebrates. I am deeply worried that years from now there will be a mess where the road used to be, in addition to the multiple environmental harms caused by the new road, pathway, and loss of cultural sites. How successful are GRTE's previous restoration projects, and where have they fallen short?

I am also concerned about the currently vibrant Snake River riparian corridor east of the intended new road segment. How much spillover of disturbances, pollution, and noise will there be, and how will that affect environmental quality of that zone?

Finally, if you proceed with this plan, you will need to design, explain, and fund the actual management of the expanded-use zone, including regulations, law enforcement, public safety, managing littering and

human waste, potential for spread of diseases, and probably increased wildlife conflicts. This is particularly urgent at GRTE is struggling with management and maintenance issues on so many fronts.

Correspondence: 295**Author Information**

Keep Private: No
Name:
Organization: Self
Organization Type: I-Unaffiliated Individual
Address:
Kelly, WY 83011
USA

E-mail:

Correspondence Text

I am against any change to the current Moose Wilson Road. All of the analysis done previously is still valid. That work resulted in the current configuration. I bicycle it often and find the vehicle/bike mix works quite well. Why change what works. Additionally if rerouting is required that suffices as another reason for not pursuing the separate bike pathway. The cost cannot be justified!

Correspondence: 296

Author Information

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Wilson, WY 83014
USA

E-mail:

Correspondence Text

To Whom It Does Concern,

In 2016 there was a study done that determined that a bike pathway through this area of Grand Teton National Park and the Moose - Wilson roadway, was not conducive, nor safe, to the environment, wildlife and historical sites. Because the site was left alone for 10 years, there are more bears, elk, moose there.

It is prime bear habitat that is well documented by numerous wildlife photographers and visitors.

If needed an EIS review should be performed to reconfirm initial findings.

But you all in Washington need to understand there are bears there. A lot of them. The bears do attack people. There are numerous records of bear attacks,

What are you thinking? That a kid on a bike will somehow be safe from a bear?

Teton National Park has been set aside for wildlife.

Why introduce a bike path that will infringe on established wildlife habitat and put families, kids and individuals, in harm's way?

And as someone who has lived in this area over 40 years and have run into bears many times in that area,
this proposal absolutely makes no sense and will put people in danger.

These Pathways people have gone nuts and are not concerned about safety nor wildlife. Teton County has over 60 miles of Pathways from Hoback Junction to Jenny Lake in Grand Teton National Park. For an area that is covered in snow 6 to 8 months of the year, the expense to maintain the extensive pathway network is taxing our local resources. There needs to be a review of the Grants given to the Pathway Organization. With a budget of \$800,000.00 to \$900,000.00 per year plus the Teton County Parks and Recreation budget of over 10 million per year, nothing is adding up.

Save the funds or allocate the funds to a much more needed endeavor that will benefit more people.

We as a Country, do not need to be spending this kind of Tax Payor Monies to put people in danger from infringing on protected Wildlife habitat, like this proposed bike pathway project will.

Sincerely

REDACTED NAME and Family,

Correspondence: 297**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address: WILSON, WY 83014
USA

E-mail:

Correspondence Text

I am not in favor of the creation of a separate multiuse pathway extending the length of the Moose-Wilson Corridor with a realignment of a segment of the Moose-Wilson Road, a parallel pathway, between Sawmill Ponds and Death Canyon Road. Please leave this through road as is with its paved improvements.

Correspondence: 298**Author Information**

Keep Private: No

Name:

Organization:

Organization Type: I-Unaffiliated Individual

Address:

Bozeman, MT 59715

USA

E-mail:

Correspondence Text

After spending many summers working at the R Lazy S Ranch, what makes it truly special is its location. To have bikes and horses share a path is ludicrous. If accident victims could sue the government because of this uninformed decision then they should be able too.
Save moose Wilson road!!!

Correspondence: 299**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address: Jackson, WY 83001
USA

E-mail:

Correspondence Text

We are writing in strong opposition to the proposed realignment of Moose-Wilson Road and the construction of a multi-use pathway.

The Moose-Wilson Road is one of the most unique and ecologically significant areas in Teton County and Grand Teton National Park. It serves not only as a scenic route enjoyed by residents and visitors alike, but as an essential wildlife corridor that depends on relatively undisturbed habitat. The character of this area lies in its natural condition, not in additional unnecessary infrastructure or development.

The proposed realignment and pathway would further fragment habitat, increase human presence, and intensify recreational use in an area that is already under substantial pressure. While improvements to transportation may be appropriate in more developed areas, this roadway is unique. Its value comes precisely from what it is not: an urbanized recreation corridor.

We have lived and recreated in this community for over thirty years, and believe we have a responsibility to promote preserving the remaining places where wildlife still has room to move and where the landscape retains its wild character. Every new project should not be viewed as progress simply because it adds infrastructure.

GTNP has long recognized the importance of conserving wildlife habitat and migration. Approving additional development in one of Teton County's and GTNP's most environmentally significant areas would be fundamentally inconsistent with those values.

For these reasons, we respectfully urge the rejection of the proposed realignment and multi-use pathway and instead prioritize the long-term protection of the Moose-Wilson Road for the benefit of wildlife, the environment, and for the future generations to enjoy.

Sincerely,

REDACTED NAMES

Correspondence: 300**Author Information**

Keep Private: No
Name:
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Wilson, WY 83014
USA

E-mail:

Correspondence Text

Grand Teton National Park holds within it one of the Nation's most prized parcels of land, the Moose Wilson Corridor. Any actions taken to change this National Gem merits serious attention as any actions taken will be irreversible. The selected 2016 Plan is the best to balance natural & cultural resource protections, safety and recreation. The NPS need to uphold the selected action, Alternative C and not implement elements of Alternative D, which would result in a myriad of adverse impacts.

The current proposed changes to GTNP's Moose Wilson Corridor fail to uphold the legal requirements of the 2016 signed Record of decision. Further studies need to be completed before removing critical protections set to balance ecological, natural and cultural resources. Human-wildlife impacts would be negative for the wildlife and dangerous to humans threatening the balance that currently exists. Tribal relationships that have developed with would also be at risk.

As required for legal process, additional public comment and participation are needed before construction of a multi-use path can be considered. Unwarranted changes due to the influence of special interest groups lead, by Executive Orders that do not uphold previous legal decisions should not be allowed, A Supplemental Environmental impact Study(EIS) is needed to analyze the new circumstances. The budget for such an immense project also needs to be considered.

There are numerous other opportunities to improve public recreational use and access within the Park that would not have the negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities at a fraction of the cost. We need to protect the Moose -Wilson Corridor and respect it is one of the one of the richest wildlife habitats in Grand Teton National Park.

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The public process and the 2016 signed Record of Decision should be upheld, respected, and not be influenced by Executive Orders and special interests.

Correspondence: 302**Author Information**

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Correspondence Text

As a bicycle rider who uses the Moose Wilson road, I urge the GTNP to uphold the 2016 Decision of Record Alternative C, and not implement elements of Alternative D that would create a new multiuse pathway and realign part of the road. The current road maintains the right balance between wildlife, recreation and passage between Moose and Wilson. The public process which resulted in the ROD balanced these competing values and should not be over turned with a Programmatic Agreement that is costly and lacks appropriate due process.

Sincerely yours, REDACTED NAME

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Construction of a multi-use path through the Moose-Wilson Corridor would result in multiple negative impacts related to wildlife and human safety, habitat fragmentation, and diminished ecological communities in one of the richest wildlife habitats in Grand Teton National Park. The National Park Service should uphold the 2016 selected Alternative C. A pathway through this Corridor could lead to increased instances of negative human-wildlife interactions by increasing human presence in critical grizzly bear and other wildlife habitat. A robust process was already conducted that resulted in the 2016 Record of Decision to not construct this path and without additional public input opportunity, would constitute use of taxpayer and Park dollars without an understanding of the level of public support. Consequently, the Park should open an additional comment period that would provide the opportunity for meaningful public participation as required by law. The Park should also ensure that staff conduct a supplemental Environmental Impact Study (EIS) to analyze the new circumstances that warrant the proposed incorporation of Alternative D using current data.

The National Park Service should reopen a public comment period before making any decision to amend the 2016 Moose-Wilson Corridor Comprehensive Management Plan Record of Decision (ROD). The Park has stated that it is revisiting the 2016 Environmental Impact Statement and ROD and is evaluating whether to incorporate elements of Alternative D into the selected action. Because Alternative D was considered, but not selected in the original decision, the public deserves an opportunity to review and comment on the Park's revised rationale, supporting analyses, and any new or changed information that forms the basis for reconsidering that alternative.

The current public review is limited to a draft Programmatic Agreement prepared under Section 106 of the National Historic Preservation Act. While the Programmatic Agreement addresses procedures for identifying and mitigating effects to historic properties, it does not provide the public with an opportunity to comment on the broader planning, environmental, and policy implications of modifying the selected alternative adopted in the 2016 Record of Decision.

If the National Park Service is reconsidering a previously rejected alternative or proposing to modify the selected action, it should clearly explain what has changed since the 2016 decision, identify any new information or changed circumstances supporting the reconsideration, and provide the public with a meaningful opportunity to review and comment before making a new decision. Reopening public review would promote transparency, strengthen the administrative record, and ensure that the public can meaningfully participate in any decision to amend the previously approved Record of Decision.

This corridor is one of the most biodiverse areas within Grand Teton National Park. Both historical and cultural resources are all part of this same intact ecosystem, and should not only be treated as separate aspects within environmental analyses. Thank you for your consideration of this comment.

