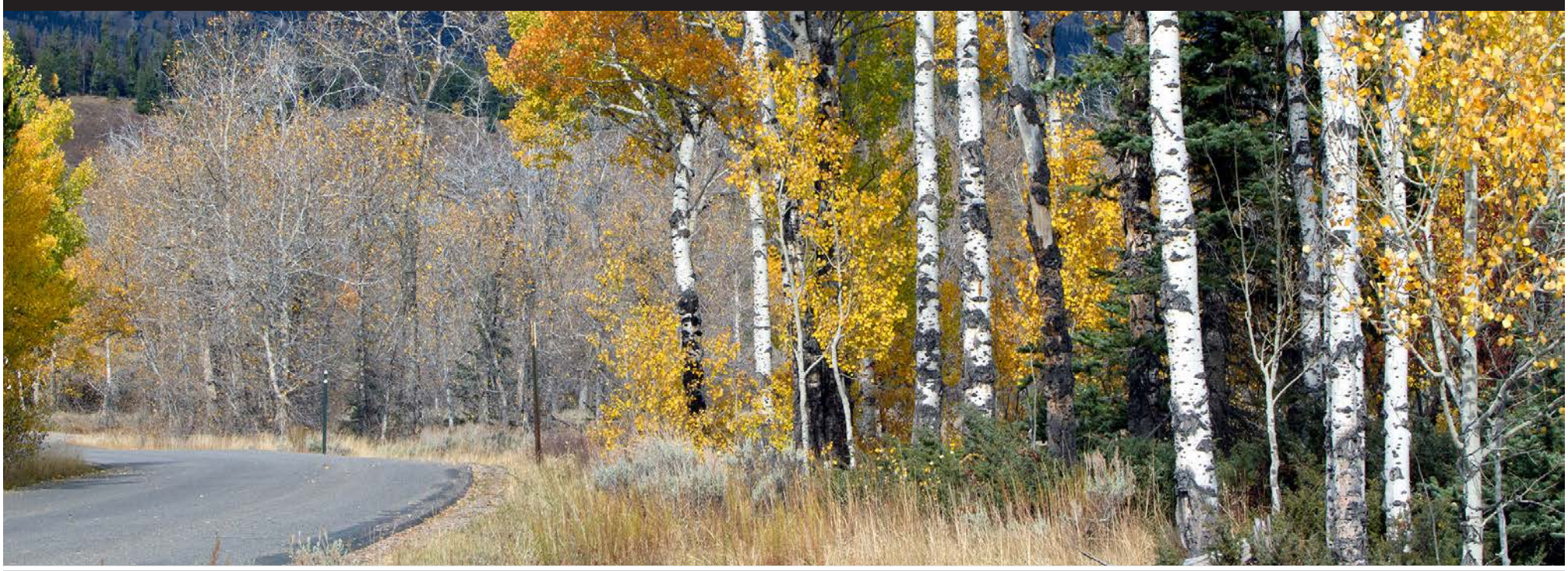
Grand Teton National Park
Wyoming

National Park Service
U.S. Department of the Interior



Envision the Future of the Moose-Wilson Corridor

Draft Comprehensive Management Plan Newsletter

Dear Friends,

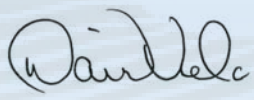
As many of you know, the National Park Service has been working toward creating a shared vision for managing the Moose-Wilson corridor in Grand Teton National Park. We are now pleased to announce the release of the *Moose-Wilson Corridor Draft Comprehensive Management Plan / Environmental Impact Statement* (Draft Plan/EIS).

Thus far, the planning process has been a collaborative effort among NPS staff, cooperating agencies, tribal governments, and you—the public. We received extensive public input during the scoping period and preliminary alternatives review. Thank you for taking the time to comment, and we welcome your thoughts on this draft plan. Your comments will be instrumental as we refine and finalize the plan. Once finalized, the plan will become the guiding document for protecting natural and cultural resources of the corridor and providing opportunities for visitor enjoyment.

At this stage, we have identified a preferred alternative and have analyzed impacts of all the alternatives from a variety of interdisciplinary viewpoints. Although we have identified a preferred alternative, we are continuing to listen. We need your feedback!

This newsletter outlines the management strategies that comprise each alternative and discusses the process for identifying the preferred alternative. It also features a guide to the document, which will provide context for a more thorough review. A full discussion of impacts can be found in the Draft Plan/EIS itself.

I would like to extend my sincere gratitude for your continued interest and involvement in this planning process. I encourage you to read this newsletter, review the draft plan, and provide input during the 60-day public review period. We appreciate your support in helping protect and provide for the enjoyment of the Moose-Wilson corridor for current and future generations.



David Vela
Superintendent
Grand Teton National Park
John D. Rockefeller, Jr. Memorial Parkway

Talk to us – We're listening

Comments on the Draft Plan/EIS will be accepted for 60 days from when the Environmental Protection Agency notice of availability appears in the *Federal Register*. Stay up-to-date on the public comment period by signing up for our e-mail list, visit go.nps.gov/moose-wilson. The public is encouraged to comment. In particular, the planning team seeks input regarding the accuracy and adequacy of the information and analysis presented in the plan. We are listening. Comments will be used to inform any needed refinements in preparation of the Final Plan/EIS.

There are a number of ways to participate in the process and make your voice heard. **You are encouraged to submit your comments electronically at the National Park Service Planning, Environment and Public Comment (PEPC) website (go.nps.gov/mwplan).** Once on the website, select "Open for Comment" on the navigation panel to the left to provide your thoughts on the Draft Plan/EIS. Please, only submit one set of comments.

Comments may also be submitted in writing to the following address:

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

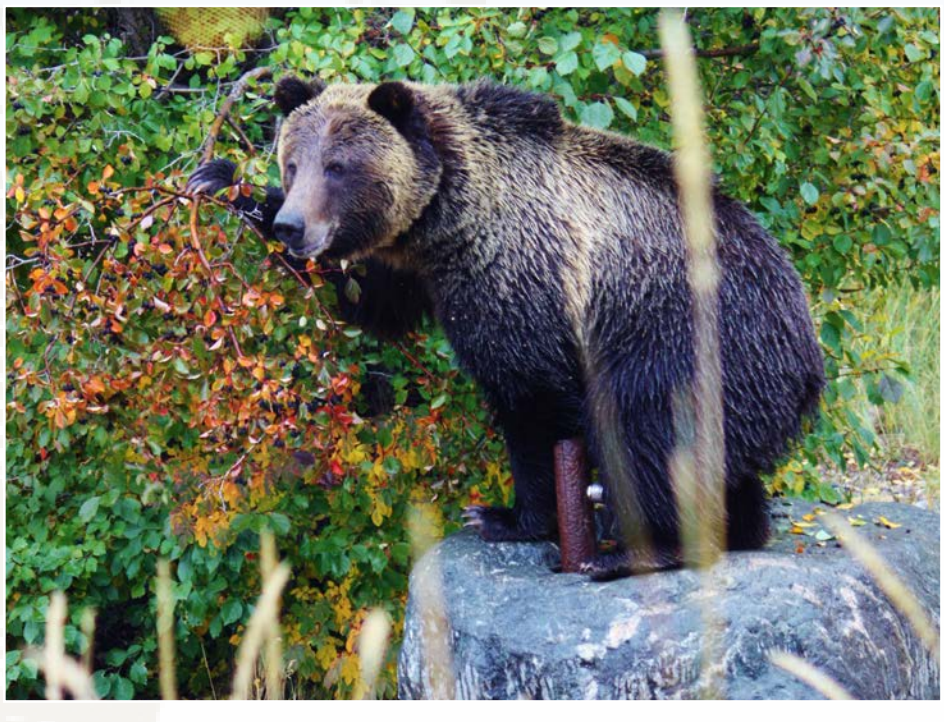
Please submit all comments via the PEPC website, standard mail, hand delivery to park headquarters in Moose, or during the open house event. The exact 60-day comment period and the date, time, and location of the open house will be announced in the media, at go.nps.gov/mwplan, and via our e-mail distribution list. To sign up for our e-mail list; visit go.nps.gov/moose-wilson and select "Sign Up for Our E-mail List."

What is PEPC?

Public involvement is a vitally important part of the National Environmental Policy Act (NEPA) project planning and development process. To provide information and collect public input, the NPS PEPC website is used for many planning projects. When documents are open for public comment, comments from individuals, civic groups, public agencies, and governing bodies can be submitted on the site. PEPC allows NPS staff to gather and consider public comments in a cost-effective and timely manner. Comments are stored in a secure database as part of the official administrative record for the plan.

PEPC is not a social media site and comments are not visible to others. However, public comments and the names of those making comments may be released to the public at the end of the comment period in accordance with the Freedom of Information Act.

A specific PEPC site has been created for this planning effort. Check it out at go.nps.gov/mwplan.



The Moose-Wilson Corridor Project Area

The Moose-Wilson corridor comprises about 10,300 acres in the southwest corner of Grand Teton National Park. The corridor is bounded roughly by the Teton Range to the west, the Snake River to the east, Teton Park Road to the north, and the park's south boundary. The corridor is an outstanding representation of the park's major natural ecological communities, all of which are within a geographical area less than 5 miles in width and 7 miles in length. 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 tribes associated with the park. The corridor also provides many opportunities for a variety of popular visitor uses including hiking, bicycling, scenic driving, and horseback riding.

Moose-Wilson Road extends for 7.1 miles through the corridor and serves as the primary access route to several key destinations in the area, including Death Canyon and Granite Canyon Trailheads, Laurance S. Rockefeller Preserve (LSR Preserve), White Grass Dude Ranch and Murie Ranch Historic Districts, and Sawmill Ponds Overlook. The narrow, winding road provides access to the southern portion of Grand Teton National Park and a rustic, slow-driving experience for visitors looking for exceptional scenery and wildlife viewing opportunities. The road is also used by some residents and visitors as a convenient route between the increasingly developed Wyoming Highway 390 and destinations in and beyond the park during the summer months.

Purpose and Need for the Moose-Wilson Corridor Comprehensive Management Plan

The overarching purpose of the plan is to establish a long-term vision and comprehensive management strategies within the Moose-Wilson corridor of Grand Teton National Park to ensure the protection of significant national park resources and values.

The National Park Service completed a parkwide transportation planning effort in 2007 that authorized implementation of several actions within the Moose-Wilson corridor. Conditions in the corridor have changed since 2007, resulting in the need to reconsider these actions and to evaluate the corridor holistically in this document. Noteworthy changes that have occurred in the area since 2007 include:

- Visitor facilities and trails within the LSR Preserve have been transferred from private ownership to the National Park Service and are now open to the public. This new destination has raised public awareness of the Moose-Wilson corridor, resulting in additional visitation to this once lesser-known area of the park.
- Increased traffic (motor vehicles and bicycles) on the road has occurred. Strategies are needed to manage increasing traffic volumes to ensure visitor safety and quality of experience and to avoid impacts to wildlife, ecological communities, historic character, and other fundamental resources and values.
- Grizzly bears have moved into and frequent the corridor, and other species such as wolves, moose, and black bears are present as well. Increased motor vehicle and bicycle traffic has complicated the management of these species and has raised concerns regarding increased interaction between humans and wildlife.
- Through increased dialogue with tribal representatives and recent archeological surveys, the National Park Service has gained a better understanding of the scope and scale of American Indian cultural and archeological resources within the corridor.

These changed conditions, as well as the unique importance of the corridor as it relates to natural communities, wildlife diversity, and cultural significance have led the National Park Service to initiate this new planning effort that addresses all of the corridor's significant issues together.

The comprehensive plan presents several management alternatives that provide appropriate opportunities for visitors to use, experience, and enjoy the area while protecting the park's nationally significant resources.

Fundamental Resources and Values

The *Moose-Wilson Corridor Draft Comprehensive Management Plan* has been shaped by Grand Teton National Park's foundation document, which describes the park's purpose, significance, and fundamental resources and values. The corridor contains most of the park's fundamental resources and values that are essential to achieving the purpose of the park and maintaining its significance. Each alternative was developed to be compatible with attaining goals and desired conditions established for each of these fundamental resources and values, as well as meeting the purpose and need for the plan. These fundamental resources and values include:

- Scenery
- Geologic Processes
- Ecological Communities and Wildlife
- Aquatic Resources
- Cultural History and Resources
- Natural Soundscapes and Acoustic Resources
- Visitor Experience in an Outstanding Natural Environment

Development of the Alternatives

The National Environmental Policy Act of 1969, as amended, and NPS policies require that park managers consider a full range of reasonable alternatives, including a no-action alternative and an environmentally preferable alternative, before choosing a preferred alternative. The alternatives should be consistent with the park's purpose and significance, focus on its fundamental and other important resources and values, reflect the range of stakeholder interests in the park and the desirability of providing a variety of visitor experiences, and fully consider the potential for environmental impacts. This guidance has been used to develop the range of alternatives for the *Moose-Wilson Corridor Draft Comprehensive Management Plan / Environmental Impact Statement*.

Four cooperating agencies provided input in the development of alternatives. Representatives from Teton County, the Town of Jackson, the State of Wyoming, and the Federal Highway Administration—Western Federal Lands Highway Division provided ideas on each step of the process. Their feedback on the purpose and need for the plan, planning issues, management options, and key strategies to include in the range of alternatives has been instrumental to the planning effort. Research and studies related to transportation, visitor use, road safety, human-bear interactions, soundscapes, and cultural resources within the Moose-Wilson corridor also informed the development of the alternatives. These reports are available at go.nps.gov/moose-wilson.

Identification of the Environmentally Preferable Alternative and the NPS Preferred Alternative

Guidance from the Council on Environmental Quality defines the environmentally preferable alternative as the alternative that causes the least damage to the biological and physical environment; it also means the alternative that best protects, preserves, and enhances historical, cultural, and natural resources. It should be noted there is no requirement that the environmentally preferable alternative and the NPS preferred alternative be the same.

Identification of the NPS preferred alternative for the Moose-Wilson Corridor Draft Plan/EIS involved evaluating the alternatives in a manner that addressed the elements included in NEPA regulations. These elements include:

- Which alternative best meets the purpose and need for taking action?
- Which alternative best meets the NPS statutory mission and responsibility?
- Which alternative best meets the consideration of environmental impacts?
- Which alternative best meets the consideration of technical factors (such as costs and ability to implement a sustainable decision)?
- Which alternative best meets the consideration of other factors (such as stakeholder interest and federal, state, and tribal consultations)?

Alternative C has been identified as the environmentally preferable alternative and the NPS preferred alternative. It is important to note that when identifying a preferred alternative, no final agency action is being taken. The purpose of identifying a preferred alternative is to let the public know which alternative the agency is leaning toward selecting at the time a Draft Plan/EIS is released. Public input is a key element of the NEPA process and the National Park Service wants to solicit and fully consider public feedback on the agency's preferred alternative before it is selected. When an alternative is selected for implementation after the release of a final environmental impact statement, the rationale for selecting that alternative is provided in the Record of Decision.

A Guide To The Draft Plan/Eis

The *Moose-Wilson Corridor Draft Comprehensive Management Plan / Environmental Impact Statement* is organized in accordance with the Council on Environmental Quality's implementing regulations for the National Environmental Policy Act and NPS Director's Order 12. The following provides a guide to each chapter of the draft plan.

Chapter 1: Purpose and Need sets the framework for the entire document. It describes why the plan was prepared and what needs it addresses. It gives guidance for these considerations, which are based on the legislated mission of Grand Teton National Park and its purpose, national significance, fundamental resources and values, special mandates and administrative commitments, servicewide mandates and policies, and other planning efforts in the area.

The chapter also details planning opportunities and issues that were raised during public scoping and initial planning team efforts. The alternatives developed and presented in the next chapter address these issues and concerns in varying ways. This chapter concludes with a statement of the scope of the environmental impact analysis—specifically what impact topics were retained or dismissed from detailed analysis and why.

Chapter 2: The Alternatives begins with an explanation of how the alternatives were developed and how the preferred alternative was identified. The four alternatives are then presented. This section includes a description of the no-action alternative (alternative A) and three action alternatives (alternatives B, C, and D). The no-action alternative would continue current management and provides a basis for comparing the other alternatives. The action alternatives present a spectrum of visitor opportunities and amenities, as well as different approaches to managing park resources and values within the Moose-Wilson corridor.

This chapter also includes management directions that are common to all action alternatives, which provide a practical approach to managing the Moose-Wilson corridor that do not vary by alternative. They include a visitor use management framework to sustain desired resource conditions and visitor experiences, best management practices to ensure continued protection of the park's fundamental resources and values, mitigation measures to avoid or minimize potential adverse impacts arising from implementation of the plan, monitoring guidelines to periodically check the status of the resources, and strategies to address climate change.

A comparison of staffing and costs for implementing the alternatives is also included. The evaluation of the environmentally preferred alternative is followed by summary tables of the alternatives and the environmental consequences of implementing the alternative actions.

Chapter 3: Affected Environment describes the environment of the Moose-Wilson corridor that is being analyzed in this environmental impact statement. It focuses on the natural and cultural resources, scenery, the acoustic resources and soundscapes, wilderness, visitor use and experience, traffic and transportation, socioeconomics, and park operations that may be affected by actions proposed in the alternatives.

Chapter 3 does not provide an exhaustive description of the impact topics, but rather enough detail to understand the impacts of implementing the alternatives. These descriptions of the corridor environment establish the basis for the impact analysis in "Chapter 4: Environmental Consequences." The effects of climate change on the corridor environment are also included as part of the introduction of the chapter.

Chapter 4: Environmental Consequences analyzes the environmental impacts of implementing each of the four alternatives. This analysis is the basis for comparing the beneficial and adverse effects of implementing the alternatives. By examining the environmental consequences of all alternatives on an equivalent basis, decision makers can evaluate which approach would create the most desirable combination of benefits with the fewest adverse effects on the park.

This chapter begins a brief explanation of how climate change is considered, followed by a discussion of how cumulative impacts are analyzed for the alternatives. Following this section, the impact analysis is presented. Each impact topic begins with a discussion of methods and assumptions followed by an analysis of each of the four alternatives. After describing the impacts of the alternative, each impact topic then includes a discussion of cumulative effects, followed by a conclusion statement. The impacts of each alternative are also summarized by impact topic in table 9 at the end of "Chapter 2: Alternatives."

Chapter 5: Consultation and Coordination summarizes the opportunities the public had to participate in the planning process, the roles four cooperating agencies played in developing the plan, and consultations that occurred with federal and state agencies and tribes.

The Appendixes present the visitor use management framework and capacity determination that is common to all action alternatives. References and a list of the preparers, planning team, and other consultants are also included.

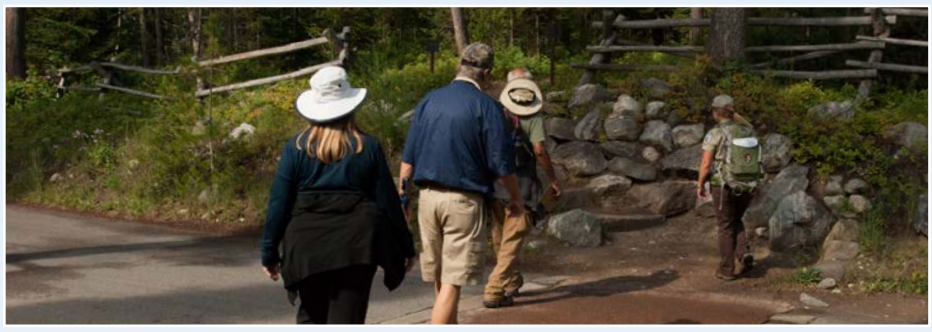
Visitor Capacity

Each action alternative includes specific adaptive strategies that would be implemented to maintain desired resource conditions and visitor experience. The implementation of these adaptive strategies is based on a visitor capacity that was established as part of this planning effort. Visitor capacity establishes the maximum amounts and types of visitor use that the corridor can accommodate while achieving and maintaining desired resource conditions and visitor experiences. The visitor capacity was established based on an analysis of desired conditions, current visitor use information, relevant indicators and thresholds, potential management strategies, and target amounts of use at four major visitor use destinations: (1) Granite Canyon, (2) Laurance S. Rockefeller Preserve, (3) Death Canyon, and (4) Moose-Wilson Road.

The analyses of all four locations were considered together to determine an overall capacity for the Moose-Wilson corridor of 550 people at one time (approximately 200 vehicles at one time). The adaptive management strategies presented in the plan would be implemented to maintain visitation at or below this capacity. Through ongoing monitoring of resource and visitor experience conditions, adjustments to the visitor capacity and method of implementation could be made over time.

The Alternatives

The planning team developed four draft alternatives. The first alternative (alternative A) is the no-action alternative, which reflects a continuation of current management practices within the corridor. The other three alternatives (alternatives B, C, and D) are the action alternatives. The action alternatives were developed based on protection of the park's fundamental resources and values, public and stakeholder input, and feedback from all levels of the National Park Service. They are alternative approaches to management and operations within the corridor and represent the diversity of suggestions received during the scoping process. The following tables include selected text from the plan that describes each of the four alternatives by defining their concepts, key elements, and strategies for 10 management topics. The full tables can be found in the Draft Plan/EIS.



Alternative A (No Action)	
Concept	This alternative represents the continuation of current management practices related to natural and cultural resources; visitor use; traffic and transportation; operations; and maintenance of roads, trails, and facilities within the Moose-Wilson corridor.
Key Elements	• The following description of the no-action alternative is only a subset of current management practices. It is used to compare specific management strategies that are proposed in the action alternatives.
Traffic Management Along Moose-Wilson Road	• The road would continue to provide two-way travel between the Moose and Granite Canyon Entrances in the same manner as the existing conditions. • Moose-Wilson Road would be open to motor vehicle use from early/mid-May through October 31.
Physical Characteristics of Moose-Wilson Road	• The unpaved portion of the road would remain unpaved.
Moose-Wilson Road Realignments	• The road would be retained in its existing alignment and width.
Turnouts and Parking	• Parking lots and visitor-created roadside turnouts would generally retain their current size and the same locations. Changes would be addressed on a case-by-case basis.
Bicycle Use	• Bicycles would continue to be allowed on roads and parking areas and not allowed on trails. • During seasonal periods when the road is closed to motor vehicles, bicycles would continue to be permitted to use the road when it is free of snow and ice.
Commercial Activity	• Current commercial visitor services in the corridor would continue to be permitted. • Park-authorized road-based tours and photography workshops would continue. • Guided horseback riding in the Moose-Wilson corridor would continue at current use levels and on currently authorized trails. • Guided skiing and snowshoeing would continue under current use limits.
Death Canyon	• The unpaved section of the road would be maintained to current standards. The road would continue to be signed as four-wheel-drive recommended. • The trailhead parking area would be maintained in its current configuration. • Visitors would continue to be allowed to park in user-created parking areas along the unpaved portion of the road.
Winter Access and Use	• The unplowed section of Moose-Wilson Road would continue to extend from the Death Canyon Road junction to Granite Canyon Trailhead. The unplowed portion of the road would be available for cross-country skiing and snowshoeing, but would not be groomed.
Visitor Use and Experience / Education and Interpretation	• Visitor services such as staffed interpretation at the LSR Preserve, interpretive waysides, interpretive publications, ranger programs, and education programs would continue to be provided. Park staff would continue to actively manage visitor use and congestion associated with the presence of wildlife. • A variety of backcountry-oriented activities would continue to be available in the corridor, including camping, hiking, climbing, swimming, boating, rafting, floating, cross-country skiing, backcountry skiing, snowshoeing, horseback riding, and fishing. • Backcountry patrols would continue to monitor hiker and backpacker compliance with regulations and visitor use counters would monitor use at trailheads.
Horse Use	• Horse use would continue to be allowed on official designated horse trails only, per the Superintendent's Compendium. • Management of the Poker Flats horse trails would continue as approved through previous environmental compliance. • Use of horse trails would continue as illustrated on the Alternative A Map. • Horse trailer parking would continue to take place at Sawmill Ponds (from the north), Death Canyon Road junction (from the north), Granite Canyon Trailhead (from the south), and Poker Flats (from the south). • Trailer through-traffic restrictions would continue for public and commercial users.

Grand Teton National Park
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Teton Park Road
Chapel Road
Moose Entrance Station
White Grass Historic District
White Grass Road
Death Canyon Trailhead
Sawmill Ponds
Death Canyon Road
Murie Ranch
Phelps Lake
Laurance S. Rockefeller Preserve
LSR Preserve Center
US Hwy 26/89/191
Moose-Wilson Road
Granite Canyon
Poker Flats Area
Granite Canyon Entrance Station
WY Hwy 390

Moose-Wilson Corridor Management Plan
Alternative A (No Action)
July 2015

Legend

- Moose-Wilson Road (paved)
- Moose-Wilson Road (unpaved)
- Other Roads
- Hiking Trail
- Horse Trail
- Hiking and Horse Trail
- Existing Multiuse Pathway
- Park Boundary
- Administrative Road
- Key Location
- Information
- Trailhead
- Parking
- Restroom
- Equestrian Trailhead

Scale: 1" = 6,400'

0 0.5 1 2 Miles

Alternative B	
Concept	This alternative emphasizes the corridor as a visitor destination. Reduced crowding on Moose-Wilson Road and at destinations within the corridor would provide visitors an opportunity for self-discovery. Existing developed areas and facilities would be maintained where appropriate and removed or relocated in some areas to protect natural and cultural resources.
Key Elements	1. Realign two segments of the northern portion of Moose-Wilson Road. 2. Reconstruct and pave the existing, unpaved portion of Moose-Wilson Road, but retain the current road alignment. 3. Address increases in traffic and volume-related congestion by restricting through-traffic in either direction beyond the LSR Preserve Center during peak use periods.
Traffic Management Along Moose-Wilson Road	• Provide traveler alerts before entrances to inform visitors of potential traffic congestion, full parking lots, and wait times, and give them the opportunity to choose an alternate route before entering the corridor. • Moose-Wilson Road would be open to motor vehicles on or about May 15 through October 31. • Reduce the speed limit along Moose-Wilson Road to 20 mph to improve safety for motor vehicles, bicyclists, and wildlife. This would be achieved through management actions such as proactive education at entrances, signage, and enforcement techniques. • Adaptive Strategy: Address increases in traffic and volume-related congestion by restricting through-traffic in either direction beyond the LSR Preserve Center during peak use periods. This would be accomplished by reconfiguring access to and parking at the LSR Preserve and installing a gate to prevent through-traffic at certain established peak hours during the peak season, thereby encouraging use of the road only as a means for visiting destinations within the corridor at those times. Through-travel by bicycles would not be affected, and the road would continue to be open to motor vehicle through-traffic at all other times.
Physical Characteristics of Moose-Wilson Road	• Reconstruct and pave the existing, unpaved portion of Moose-Wilson Road, but retain the approximate current road alignment. • Repair and resurface existing paved portions of Moose-Wilson Road. • Develop Moose-Wilson corridor design standards and apply to design and maintenance of roads, parking areas, turnouts, etc., in the corridor. • Improve the edge of the pavement and allow errant vehicles (motorized and nonmotorized) to safely return to the road.
Moose-Wilson Road Realignments	• Two segments of the northern portion of Moose-Wilson Road would be realigned to address congestion associated with the presence of wildlife, wildlife habitat connectivity, and operational issues. The new road segments would be constructed to emulate the slow-speed and narrow, winding character of the road corridor. » The 0.6-mile section of roadway between Murie Ranch Road and the base of the hill near Sawmill Ponds would be abandoned and a new segment would be constructed to intersect with Teton Park Road at its junction with the Chapel of the Transfiguration Road. » The segment between Sawmill Ponds Overlook and the Death Canyon Road junction would be realigned to the east of the beaver ponds to restore wetland functions and habitat connectivity. The old roadway would be removed and restored to natural conditions.
Turnouts and Parking	• Install officially designated parking turnouts along Moose-Wilson Road that are strategically placed and clearly defined to accommodate current condition of parking demand. • Develop Moose-Wilson corridor design standards and apply to design and maintenance of roads, parking areas, turnouts, etc., in the corridor. • Increase the use of park staff and volunteers to assist in maintaining traffic flow and parking management during wildlife activity periods. • Reconfigure access and parking at LSR Preserve to prevent through-traffic at certain peak periods when necessary to alleviate congestion.
Bicycle Use	• During seasonal periods when the road is closed to motor vehicles, bicycles would be permitted to use the road when it is free of snow and ice. • Bicycles would continue to share Moose-Wilson Road with motor vehicles. • The restriction on through-traffic that would apply to motor vehicles during peak use periods would not apply to bicycles. • Facilitate a safe transition from traveling on the existing multiuse pathways onto Moose-Wilson Road at the south and north ends of the corridor. • Reduce the speed limit along Moose-Wilson Road to 20 mph to improve bicyclist safety. • Provide road markers and/or signage that orient and safely guide bicyclists through the corridor.
Commercial Activity	• Commercial visitor services in the corridor would include: » A limited number of resource-focused, corridor-specific, road-based tours would be permitted within the corridor. Corridor-specific, resource-based interpretation would be required. Learning-focused commercial visitor activities, such as photography workshops, could be permitted. » Limit group size according to current Moose-Wilson Road vehicle size restrictions. Caravans would not be allowed. » Tours would continue to operate when the gate is closed at the LSR Preserve, with the same travel limits that apply to noncommercial visitors. » Guided horseback riding in the Moose-Wilson corridor would continue at current use levels on designated horse trails. » Guided skiing and snowshoeing would continue at current use levels (a five-year average taken from 2012–16) and would be limited to locations deemed appropriate. • Taxis and all other nonpark-dependent commercial traffic would be prohibited in the corridor. • Shuttle services could be authorized by park management provided that the number of visitors accessing the corridor via shuttles is allocated based on current corridor capacity. • Other Activities: Special events, such as bike events and site-specific special events, would be prohibited in the corridor with the exception of park-administered events.
Death Canyon	• Death Canyon Trailhead would be relocated to a site near White Grass Ranch, approximately 0.4 mile from its current location. A parking lot would be provided for up to 60 vehicles (approximately 20 vehicles less than the current condition of parking demand), serving both the trailhead and visitors to White Grass Ranch. The abandoned section of the trailhead access road would be converted to a trail. The remaining unpaved portion of Death Canyon Road would be improved to a single lane, gravel surface with turnouts for passing.
Winter Access and Use	• The unplowed portion of Moose-Wilson Road would extend from the Murie Ranch Road junction and Granite Canyon Trailhead. The unplowed portion of the road would be available for cross-country skiing and snowshoeing, but would not be groomed. • Winter recreational activities would use the old road alignment for skiing/snowshoeing and tie into the existing road at the base of the hill leading to Sawmill Ponds Overlook. • Winter parking at the north end of the corridor would occur at plowed visitor parking areas in Moose.
Visitor Use and Experience / Education and Interpretation	• Visitor services, such as staffed interpretation at the LSR Preserve, interpretive waysides, interpretive publications, ranger programs, and education programs, would continue to be provided. • Park staff would continue to actively manage visitor use and congestion associated with the presence of wildlife. • A variety of backcountry-oriented activities would continue to be available in the corridor, including camping, hiking, climbing, swimming, boating, rafting, floating, cross-country skiing, backcountry skiing, snowshoeing, horseback riding, and fishing. Backcountry patrols would continue to monitor hiker and backpacker compliance with regulations and visitor use counters would monitor use at trailheads. • In keeping with the goal of self-discovery within the corridor, minimal low-impact interpretive media would be provided. • The focus of interpretive media would be on pre-visit information and electronic media to prepare visitors for self-discovery prior to entering the corridor.
Horse Use	• Horse use would continue to be allowed on official designated horse trails only, per the Superintendent's Compendium. • Management of the Poker Flats horse trails would continue as approved through previous environmental compliance. • Outside Poker Flats, trails that cannot be sustained would be removed and/or re-routed. Trails that have been identified by horse users as no longer being used due to redundancy or impacts to resources would be removed; horse routes would be designated for horse use to ensure consistent access throughout the corridor. • Trail Crossings: Delineate minimum number of horse crossings over Moose-Wilson Road. • Parking and trailheads: Horse trailer parking and trailhead access would continue to occur at Death Canyon Road junction (from the north) and Poker Flats (from the south). These parking areas would be improved for trailer parking. • Trailer through-traffic restrictions would continue for public and commercial users.

Grand Teton National Park
Wyoming

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Relocate and replace Moose Entrance Station. Facilitate safe transition frrom existing multiuse pathway on to Moose-Wilson Road.

Realign Moose-Wilson Road to create a four-way intersection.

Remove road and restrore native vegetation.

New parking area for 60 cars at relocated Death Canyon Trailhead near White Grass Ranch.

Retain administrative use only road for access to White Grass Historic District.

Rehabilitate abandoned parking area.

Sawmill Ponds

Death Canyon Road

White Grass Road

Improve Death Canyon Road to unpaved single lane, two-way with staggered passing turnouts.

Remove road and restore native vegetation.

Phelps Lake

New road alignment

Improve existing parking for vehicles and horse trailers.

Laurance S. Rockefeller Preserve

Realign intersection to improve motorist route finding.

During periods of peak use, the roadway would terminate at two parking lots - one accessed from the north and the other from the south.

LSR Preserve Center

Moose-Wilson Road

Pave unpaved section of Moose-Wilson Road.

Granite Canyon

Poker Flats Area

Improve Poker Flats horse trailer parking for six trucks with trailers. Horse trailer parking only.

WY Hwy 390

Granite Canyon Entrance Station. Facilitate safe transition from existing multiuse pathway on to Moose-Wilson Road.

Teton Park Road

Chapel Road

US Hwy 26/89/191

Moose-Wilson Corridor Management Plan
Alternative B
July 2015

Legend

- Moose-Wilson Road (paved)
- Administrative Road
- Other Roads
- Remove Roadway and Restore
- Hiking Trail
- Horse Trail
- Hiking and Horse Trail
- Existing Multiuse Pathway
- Park Boundary
- Key Location
- Information
- Trailhead
- Parking
- Restroom
- Equestrian Trailhead
- Proposed Turnout (locations and number to be determined)
- Proposed Bridge Crossing

Scale: 1″ = 6,400′

0 0.5 1 2 Miles

Alternative C (NPS Preferred Altenative)	
Concept	The emphasis of this alternative is to be a model for the balance of preservation and public use and enjoyment by exemplifying the conservation legacies within the corridor. The alternative would manage the intensity and timing of visitor use to effectively provide high-quality visitor opportunities. Development within the corridor would generally be maintained within the existing development footprint. The sense of discovery would predominate in this outstanding and diverse natural ecosystem and cultural history area.
Key Elements	1. Realign the northernmost 0.6-mile section of Moose-Wilson Road. The segment between Sawmill Ponds Overlook and the Death Canyon Road junction would be retained in its existing alignment. The portion of the road adjacent to wetlands would be reconstructed to correct drainage issues and improve road conditions. Wildlife safety mitigation measures would be included in the design of the road reconstruction. 2. Reconstruct and pave the existing, unpaved portion of Moose-Wilson Road, but retain the current road alignment. 3. Address increases in traffic and volume-related congestion on Moose-Wilson Road by limiting the number of vehicles entering the corridor at any one time during peak use periods through timed sequencing techniques.
Traffic Management Along Moose-Wilson Road	• Provide traveler alerts before entrances to inform visitors of potential traffic congestion, full parking lots, and wait times, and give them the opportunity to choose an alternate route before entering the corridor. • Moose-Wilson Road would be open to motor vehicles on or about May 15 through October 31. • Reduce the speed limit along Moose-Wilson Road to 20 mph to improve safety for motor vehicles, bicyclists, and wildlife. This would be achieved through management actions such as proactive education at entrances, signage, and enforcement techniques. • Adaptive Strategy: Address increases in traffic and volume-related congestion on Moose-Wilson Road by limiting the number of vehicles entering the corridor at any one time during peak use periods using timed sequencing techniques. Provide queuing lanes on the north and south ends of the corridor. If additional traffic management measures are needed in the future, a corridor reservation system or transit system may be considered. Bicycle use would be permitted to bypass the queuing lanes. If monitoring associated with indicators and thresholds demonstrates an increase in impacts to visitor experience or resources in the corridor due to bicycle use, management actions would be taken to manage the number of bicycles entering the corridor in a similar manner to vehicles.
Physical Characteristics of Moose-Wilson Road	• Reconstruct and pave the existing, unpaved portion of Moose-Wilson Road, but retain the approximate current road alignment. • Repair and resurface existing paved portions of Moose-Wilson Road. • Develop Moose-Wilson corridor design standards and apply to design and maintenance of roads, parking areas, turnouts, etc., in the corridor. • Improve the edge of the pavement and allow errant vehicles (motorized and nonmotorized) to safely return to the road.
Moose-Wilson Road Realignments	• The northernmost segment of Moose-Wilson Road would be realigned to address wildlife habitat connectivity and operational issues. The 0.6-mile section of roadway between Murie Ranch Road and the base of the hill near Sawmill Ponds would be abandoned and restored to natural conditions. A new road segment would be constructed to intersect with Teton Park Road at its junction with the Chapel of the Transfiguration Road. • The segment between Sawmill Ponds Overlook and the Death Canyon Road junction would be mostly retained in its existing alignment. The portion of the road adjacent to wetlands would be reconstructed to correct drainage issues and improve road conditions. Some minor alignment changes may be necessary to accommodate the wetlands, wildlife, and vegetation concerns. Wildlife safety mitigation measures would be included in the design of the road reconstruction. All available and emerging management techniques would be used to reduce undesirable human-wildlife encounters, particularly during high wildlife use periods (September through October). This may include the need for additional temporary road closures and increased use of the park's Wildlife Brigade staffing.
Turnouts and Parking	• Install officially designated parking turnouts along Moose-Wilson Road that are strategically placed and clearly defined to accommodate current condition of parking demand. • Develop Moose-Wilson corridor design standards and apply to design and maintenance of roads, parking areas, turnouts, etc., in the corridor. • Increase the use of park staff and volunteers to assist in maintaining traffic flow and parking management during wildlife activity periods. • Install a vault toilet at Granite Canyon Trailhead within the existing disturbed area. Additional vault toilets may be installed at both the north and south corridor entrances, as needed.
Bicycle Use	• During seasonal periods when the road is closed to motor vehicles, bicycles would be permitted to use the road when it is free of snow and ice. • Bicycles would continue to share Moose-Wilson Road with motor vehicles. • If monitoring associated with indicators and thresholds demonstrates an increase in impacts to visitor experience or resources in the corridor due to bicycle use, the number of bicycles entering the corridor would be managed in a similar manner as vehicles through timed sequencing techniques. • Pave unpaved portion of Moose-Wilson Road to improve bicyclist safety and enhance visitor experience in this segment. • Facilitate a safe transition from traveling on the existing multiuse pathways onto Moose-Wilson Road at the south and north ends of the corridor. • Reduce the speed limit along Moose-Wilson Road to 20 mph to improve bicyclist safety. • Provide road markers and/or signage that orient and safely guide bicyclists through the corridor.
Commercial Activity	• Commercial visitor services in the corridor would include: » Road-based tours would be permitted within the corridor. These tours would not be limited in number, but would be subjected to the same corridor capacity limit during peak use periods that apply to noncommercial visitors. Learning-focused commercial visitor activities, such as photography workshops, could be permitted but limited to numbers based on current corridor capacity. » Limit group size according to current Moose-Wilson Road vehicle size restrictions. Caravans would not be allowed. » Guided horseback riding in the Moose-Wilson corridor would continue at current use levels on designated horse trails. » Guided skiing and snowshoeing would continue at current use levels (a five-year average taken from 2012–16) and would be limited to locations deemed appropriate. • Taxis and all other nonpark-dependent commercial traffic would be prohibited in the corridor. • Shuttle services could be authorized by park management provided that the number of visitors accessing the corridor via shuttles is allocated based on current corridor capacity. • Other Activities: Special events, such as bike events and site-specific special events, would be prohibited in the corridor, with the exception of park-administered events.
Death Canyon	• Death Canyon Trailhead would be relocated to the current end of pavement on the existing access road (i.e., the junction with White Grass Road). Parking would be provided for approximately 80–90 vehicles (similar to the current condition of parking demand). The existing 1.0-mile unpaved portion of the trailhead access road would be converted to a trail. • The restroom would be relocated to the new trailhead location. • White Grass Ranger Station would become a backcountry cabin (no vehicular access).
Winter Access and Use	• The unplowed section of Moose-Wilson Road would continue to extend from the Death Canyon Road junction to Granite Canyon Trailhead. The unplowed portion of the road would be available for cross-country skiing and snowshoeing, but would not be groomed. • Northern winter parking would occur at an unimproved parking area north of the Death Canyon Road junction.
Visitor Use and Experience / Education and Interpretation	• Visitor services such as staffed interpretation at the LSR Preserve, interpretive waysides, interpretive publications, ranger programs, and education programs would continue to be provided. • Park staff would continue to actively manage visitor use and congestion associated with the presence of wildlife. • A variety of backcountry-oriented activities would continue to be available in the corridor, including camping, hiking, climbing, swimming, boating, rafting, floating, cross-country skiing, backcountry skiing, snowshoeing, horseback riding, and fishing. • Backcountry patrols would continue to monitor hiker and backpacker compliance with regulations; visitor use counters would monitor use at trailheads. • In keeping with the goal of self-discovery within the corridor, minimal low-impact interpretive media would be provided. • Few interpretive signs and structures would be installed on the landscape. Pre-visit information and electronic media to prepare visitors for self-discovery prior to entering the corridor would be the focus.
Horse Use	• Horse use would continue to be allowed on official designated horse trails only per the Superintendent's Compendium. • Management of the Poker Flats horse trails would continue as approved through previous environmental compliance. • Outside Poker Flats, trails that cannot be sustained would be removed and/or re-routed. Trails that have been identified by horse users as no longer being used due to redundancy or impacts to resources would be removed; horse routes would be designated for horse use to ensure consistent access throughout the corridor. • Trail Crossings: Delineate minimum number of horse crossings over Moose-Wilson Road. • Parking and trailheads: Horse trailer parking and trailhead access would continue to occur at Sawmill Ponds (from the north), Death Canyon Road junction (from the north), and Poker Flats (from the south). These parking areas would be improved for trailer parking. • Trailer through-traffic restrictions would continue for public and commercial users.

Grand Teton National Park
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Relocate and replace Moose Entrance Station. Facilitate safe transition from existing multiuse pathway on to Moose-Wilson Road.

New entrance station on Moose-Wilson Road that includes queuing lanes, turnarounds, and interpretation.

Realign Moose-Wilson Road to create a four-way intersection.

Retain administrative use only road for access to White Grass Historic District.

Remove road and extend trail along former road alignment. Convert trailhead access road to a trail.

White Grass Ranger Station would become a backcountry cabin (no vehicular access).

Remove road and restore native vegetation.

Sawmill Ponds, improve existing parking for vehicles and horse trailers.

Improve road to address water flow issues near wetlands.

New parking lot for 80–90 cars at White Grass Road junction, move trailhead and restroom to White Grass Road junction.

Improve existing parking for vehicles and horse trailers.

Realign intersection to improve motorist route finding.

LSR Preserve Center

Pave unpaved section of Moose-Wilson Road.

Granite Canyon

Improve existing Poker Flats horse trailer parking for six trucks with trailers. Horse trailer parking only.

Granite Canyon entrance station, add car queuing lanes and turnaround. Facilitate safe transition from existing multiuse pathway on to Moose-Wilson Road.

Teton Park Road
Chapel Road
White Grass Road
Death Canyon Road
Phelps Lake
Laurance S. Rockefeller Preserve
Moose-Wilson Road
US Hwy 26/89/191
Poker Flats Area
WY Hwy 390

Moose-Wilson Corridor Management Plan
Alternative C (Preferred)
July 2015

Legend

- Moose-Wilson Road (paved)
- Moose-Wilson Road (unpaved)
- Other Roads
- Hiking Trail
- Horse Trail
- Hiking and Horse Trail
- Existing Multiuse Pathway
- Park Boundary
- Administrative Road
- Remove Roadway and Restore
- Key Location
- Information
- Trailhead
- Parking
- Restroom
- Equestrian Trailhead
- Proposed Turout (locations and number to be determined)

Scale: 1″ = 6,400′

0 0.5 1 2 Miles

Alternative D	
Concept	The emphasis of this concept is to integrate the Moose-Wilson area with the broader park experience and link it to the region's larger recreational network. Park management would focus on ways to connect people with resources and promote understanding, enjoyment, preservation, and health. To enhance the recreational scenic driving experience, strategies would be used to reduce traffic congestion. Visitors would be provided with opportunities to leave their vehicles and experience the outstanding natural and cultural landscapes. Additional developments and concentrated visitor use in the corridor would be in focused areas.
Key Elements	1. Realign two segments of the northern portion of Moose-Wilson Road. 2. Construct a multiuse pathway parallel to Moose-Wilson Road between Moose and the Granite Canyon Entrance. 3. Address increases in traffic and volume-related congestion on Moose-Wilson Road by establishing a reservation system during peak use periods.
Traffic Management Along Moose-Wilson Road	• Provide traveler alerts before entrances to inform visitors of potential traffic congestion, full parking lots, and wait times, and give them the opportunity to choose an alternate route before entering the corridor. • Moose-Wilson Road would be open to motor vehicles on or about May 15 through October 31. • Adaptive Strategy: Address increases in traffic and volume-related congestion on Moose-Wilson Road by establishing a reservation system during peak use periods. Visitors without reservations would be accommodated on a space-available, first-come, first-served basis. Bicycle use would be permitted to bypass the reservation lanes. If monitoring associated with indicators and thresholds demonstrates an increase in impacts to visitor experience or resources in the corridor due to bicycle use, management actions would be taken to manage the number of bicycles entering the corridor in a similar manner to vehicles.
Physical Characteristics of Moose-Wilson Road	• Repair and resurface the paved and gravel portions of Moose-Wilson Road. The unpaved section of the road would remain unpaved and would be graded and treated for dust abatement several times per year. • Develop Moose-Wilson corridor design standards and apply to design and maintenance of roads, parking areas, turnouts, etc., in the corridor.
Moose-Wilson Road Realignments	• Two segments of the northern portion of Moose-Wilson Road would be realigned to address congestion associated with the presence of wildlife, wildlife habitat connectivity, and operational issues. The new road segments would be constructed to emulate the slow-speed, narrow, winding character of the road. » The 0.6-mile section of roadway between Murie Ranch Road and the base of the hill near Sawmill Ponds would be abandoned and a new segment constructed to intersect with Teton Park Road at its junction with the Chapel of the Transfiguration Road. » The segment between Sawmill Ponds Overlook and the Death Canyon Road junction would be realigned to the east of the beaver ponds to restore wetland functions and habitat connectivity. The old roadway would be removed and restored to natural conditions.
Turnouts and Parking	• Install officially designated parking turnouts along Moose-Wilson Road that are strategically placed and clearly defined to accommodate current condition of parking demand. • Develop Moose-Wilson corridor design standards and apply to design and maintenance of roads, parking areas, turnouts, etc., in the corridor. • Increase the use of park staff and volunteers to assist in maintaining traffic flow and parking management during wildlife activity periods. • Install a vault toilet at Sawmill Ponds Overlook and Granite Canyon Trailhead within the existing disturbed area.
Bicycle Use	• Construct a multiuse pathway parallel to Moose-Wilson Road between Moose and the Granite Canyon Entrance. • If monitoring associated with indicators and thresholds demonstrates an increase in impacts to visitor experience or resources in the corridor due to bicycle use, the number of bicycles entering the corridor would be managed in a similar manner as vehicles through a reservation system. • Provide signage that orients bicyclists to the corridor. • During the winter, bicycles would be permitted to use the pathway only when it is free of snow and ice. • The multiuse pathway would be closed from sunset to sunrise (or provide specific hours) daily and during wildlife-related temporary closures. • No special events would be permitted on the pathway.
Commercial Activity	• Commercial visitor services in the corridor would include: » Road-based tours would be permitted through a limited number of operators. Interpretation would be required, but could include a broad array of interpretive topics. Additional activity or learning-focused commercial visitor activities, such as photography workshops, could be permitted but limited to numbers based on current corridor capacity. » Road-based tours would be given priority access (an allocation within the reservation system) and would be required to provide trips in a manner that promotes access of the road to the greatest number of visitors; this may occur through higher occupancy vehicles, trips that avoid crowded destinations in the corridor, or other configurations. » Limit group size according to current Moose-Wilson Road vehicle size restrictions. Caravans would not be allowed. » Guided horseback riding in the Moose-Wilson corridor would continue at current use levels on designated horse trails. » Additional guided ski and snowshoe tours on the groomed road would be considered. Guided skiing and snowshoeing could be increased above current use levels (a five-year average taken from 2012–16) and would be limited to locations deemed appropriate. » Guided bicycle tours on the new pathway would be considered. • Taxis would be allowed to provide transportation service to and from locations in the corridor with appropriate permits. All other nonpark-dependent commercial traffic would be prohibited. • Shuttle services could be authorized by park management provided that the number of visitors accessing the corridor via shuttles is allocated based on current corridor capacity. • Other Activities: Special events, such as bike events and site-specific special events, would typically be prohibited in the corridor, with the exception of park-administered events.
Death Canyon	• The Death Canyon Trailhead parking area would be reconfigured and expanded in its current location to accommodate up to 100 vehicles (approximately 20 vehicles more than the current condition of parking demand). The 0.4-mile segment of Death Canyon Road between the trailhead and White Grass Ranch would be improved. A new road segment between Death Canyon Road and White Grass Road would be constructed. White Grass Road would be improved to allow one-lane traffic with staggered turnouts. The remaining portion of Death Canyon Road would be removed and the area restored to natural conditions.
Winter Access and Use	• The unplowed section of Moose-Wilson Road would extend from the Sawmill Ponds Overlook to Granite Canyon Trailhead. • Enhance winter recreational opportunities (i.e., cross-country skiing) by improving parking and seeking a partner to groom the unplowed section of Moose-Wilson Road. • Northern winter parking would occur at the Sawmill Ponds Overlook.
Visitor Use and Experience / Education and Interpretation	• Visitor services, such as staffed interpretation at the LSR Preserve, interpretive waysides, interpretive publications, ranger programs, and education programs, would continue to be provided. • Park staff would continue to actively manage visitor use and congestion associated with the presence of wildlife. • A variety of backcountry-oriented activities would continue to be available in the corridor, including camping, hiking, climbing, swimming, boating, rafting, floating, cross-country skiing, backcountry skiing, snowshoeing, horseback riding, and fishing. • Backcountry patrols would continue to monitor hiker and backpacker compliance with regulations and visitor use counters would monitor use at trailheads. • In keeping with the goal of self-discovery within the corridor, minimal low-impact interpretive media would be provided. • Establish viewing areas to allow visitors to appreciate vista points. Use viewing areas to concentrate use. Provide short nature trails and interpretive materials to enhance visitor experience.
Horse Use	• Horse use would continue to be allowed on official designated horse trails only per the Superintendent's Compendium. • Management of the Poker Flats horse trails would continue as approved through previous environmental compliance. • Outside Poker Flats, trails that cannot be sustained would be removed and/or re-routed. Trails that have been identified by horse users as no longer being used due to redundancy or impacts to resources would be removed; horse routes would be designated for horse use to ensure consistent access throughout the corridor. • Trail Crossings: Delineate minimum number of horse crossings over Moose-Wilson Road. • Parking and trailheads: Horse trailer parking would continue to take place at Sawmill Ponds (from the north), Death Canyon Road junction (from the north), Granite Canyon Trailhead (from the south), and Poker Flats (from the south). • Trailer through-traffic restrictions would continue for public and commercial users.

Grand Teton National Park
Wyoming

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Teton Park Road

Relocate and replace Moose Entrance Station.

New entrance station, add reservation system for use during peak periods; includes information kiosk with turnaround.

Sawmill Ponds, improve parking for vehicles and horse trailers.

Remove road and restore native vegetation.

Chapel Road

New connector road to Death Canyon Trailhead.

Improve trailhead parking area for 100 cars.

Existing trailhead and restroom remain.

White Grass Road

Death Canyon Road

Remove Death Canyon Road and restore native vegetation.

Use White Grass Road for all access; one lane, two-way with staggered passing turnouts.

Remove road section and restore native vegetation

New roadside parking area for 10–12 cars with wildlife viewing area

Phelps Lake

New road alignment

New roadside parking area for 10–12 cars with wildlife viewing area.

Improve existing parking for vehicles and horse trailers and add restroom.

Laurance S. Rockefeller Preserve

US Hwy 26/89/191

New separate multiuse pathway. Pathway will use narrow and serpentine alignment to ensure slow speeds. The pathway would generally be within 150 feet of the edge of Moose-Wilson Road except near the LSR Preserve or where vegetation and/or topography require otherwise.

Moose-Wilson Road

Improve unpaved section of Moose-Wilson Road with additional drainage features and stabilized gravel surface.

Granite Canyon Trailhead, improve parking for vehicles and horse trailers, add restroom.

Improve existing Poker Flats horse trailer parking for six trucks with trailers.

Granite Canyon Entrance Station, add reservation system for use during peak periods.

WY Hwy 390

Moose-Wilson Corridor Management Plan
Alternative D
July 2015

Legend

- Moose-Wilson Road (paved)
- Moose-Wilson Road (unpaved)
- Other Roads
- Remove Roadway and Restore
- Hiking Trail
- Horse Trail
- Hiking and Horse Trail
- Existing Multiuse Pathway
- Proposed Multiuse Pathway (exact alignment to be determined)
- Park Boundary
- Administrative Road
- Key Location
- Information
- Equestrian Trailhead
- Trailhead
- Parking
- Restroom
- Proposed Turnout (locations and number to be determined)
- Proposed Overlook
- Proposed Bridge Crossing

Scale: 1″ = 6,400′

0 0.5 1 2 Miles

United States Department of the Interior
National Park Service
Grand Teton National Park
Attn: Moose-Wilson Planning Team
PO Drawer 170
Moose, WY 83012-0170

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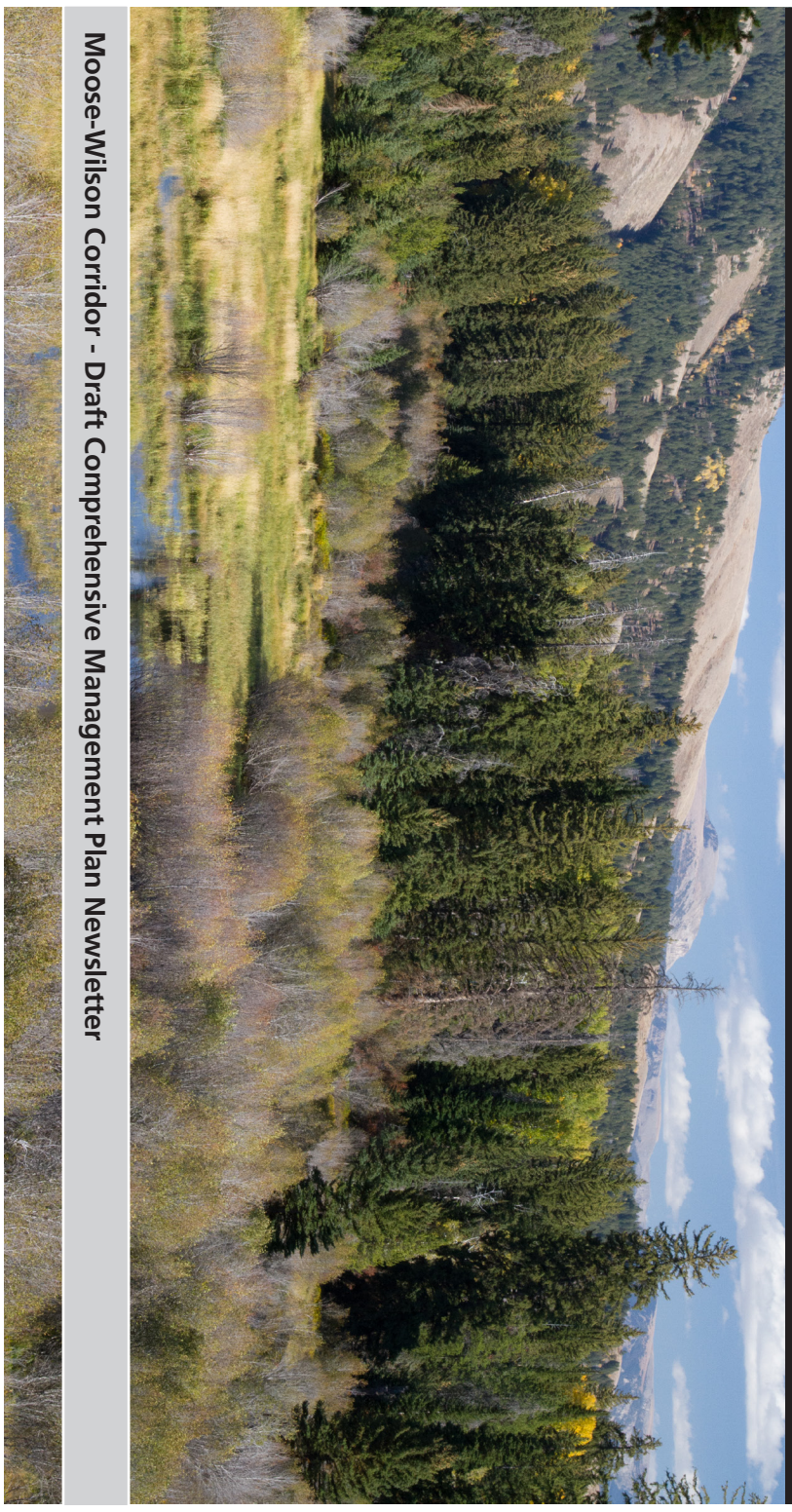

Moose-Wilson Corridor - Draft Comprehensive Management Plan Newsletter

National Park Service
U.S. Department of the Interior

Next Steps in the Planning Process

Comments on the Draft Plan/EIS will be accepted for 60 days from when the Environmental Protection Agency notice of availability appears in the *Federal Register*. The planning team will then evaluate comments and incorporate appropriate changes. A Final Plan/EIS will then be prepared, which will include letters from governmental agencies, substantive comments regarding the accuracy or adequacy of information in the draft document or that result in changes to the preferred alternative, and NPS responses to those comments.

After release of the final plan and a 30-day no-action period, a record of decision approving the final plan will be prepared for signature by the NPS regional director. The record of decision will document the NPS selection of an alternative for implementation. The plan will then be implemented, depending on funding and staffing.

The adjacent table provides an updated planning schedule, including opportunities for public input.

Planning Schedule

Milestone	Schedule	Public Input
Public scoping	December 6, 2013 – February 6, 2014	Thank you for your input! The public scoping report was released in March 2014 and is available at go.nps.gov/mwplan
Analyze public comments and develop a range of preliminary alternatives	March – July 2014	
Public review of the range of preliminary alternatives	August – September, 2014	Thank you for your input! The preliminary alternatives public comment report was released in November 2014 and is available at go.nps.gov/mwplan
Analyze public comments and prepare the Draft Plan/EIS	Fall 2014 - Spring 2015	
Public review of the Draft Plan/EIS	Fall 2015	Review the Draft Plan/EIS, attend the open house event, and provide your comments at go.nps.gov/mwplan
Analyze public comments and prepare the Final Plan/EIS	Winter 2015/2016	
Public release of the Final Plan/EIS	Spring 2016	Stay up-to-date on the planning process by visiting the website at go.nps.gov/moose-wilson
Prepare the Record of Decision	Summer 2016	

Thank you for your interest in the Moose-Wilson Corridor Comprehensive Management Plan!