

APPENDIX C

Projects Examined for Cumulative Impacts

The following projects were considered in assessing cumulative impacts of the alternatives on the resources and values of the Park, as discussed in Chapter 4 of this document. These projects are those that would affect resources in the area of analysis (Grand Teton frontcountry), that would also be affected by the proposed plan, or that could cause changes to transportation patterns or needs in the area.

Grand Teton National Park

Moose Entrance Station

This project will relocate the existing entrance station within 1/8-mile of its existing location and add one entrance lane at the new location.

Moose Discovery Visitor Center and Area Plan

A new visitor center, approximately 22,000-ft² (2,044-m²) in size, will be constructed southeast of the old Moose Post Office within the sagebrush meadow on the edge of the mixed hardwood and spruce/fir forest. A value analysis has been completed for the existing administrative building and visitor center. The preferred option has not been selected. One option includes finishing the second floor of the current maintenance building to serve as the administrative office and removing the current administrative building. Another option includes finishing the second floor, keeping the current administrative office to use for storage, and removing a series of warehouses at the side of the maintenance yard. Other options combine similar work in different arrangements. Approximately 4.0 acres (1.6 ha) of parking will be provided. The existing store being used by the contractors during the construction work will be removed. In addition, the existing boat launch and boater parking areas will be reconfigured to provide for better circulation, visitor safety, parking efficiency, and expanded launching capability and boat parking.

Jenny Lake Lodge Upgrading Visitor Accommodation and Employee Housing Facilities

This project includes several elements, including: (1) relocating three existing guest cabins to the employee housing area to provide improved housing for managerial employees; (2) converting one existing employee cabin to an employee lounge, replacing a temporary employee lounge in the housekeeping facility, and constructing

five new guest cabins to improve the overall quality of guest accommodations while maintaining the maximum guest capacity of 114 people; (3) constructing a 2,000-ft² (186-m²) guest lounge to accommodate indoor programs and other special events and activities for guests; and (4) installing an additional 2,000-gal (7,570-L) tank for the septic system. Project construction will occur in five phases (three spring and two fall construction seasons).

North Park Road Projects

From 2006 to 2009, the following projects are scheduled on the North Park Road:

- Approximately 10.0 miles (16.1 km) of the North Park Road, from the Lizard Creek Campground north through the John D. Rockefeller, Jr. Memorial Parkway to the southern boundary of Yellowstone National Park, will be reconstructed following the standard roadway cross-section (two 11-ft paved travel lanes and two 5-ft paved shoulders).
- The Snake River Bridge near Flagg Ranch will be replaced.
- The road from Moran to the Jackson Lake Lodge will be chip sealed in 2007 (pending funding). In addition to the projects that are currently scheduled, a 5-ft widened shoulder may be considered for future roadwork between Colter Bay and Lizard Creek, but this action would require additional compliance.

Spread Creek

The National Park Service (NPS), in cooperation with the Federal Highway Administration and the U.S. Forest Service, prepared an environmental assessment evaluating the proposed rehabilitation of U.S. Highway 26/89/191/287 and the development of the Spread Creek material source and staging area. The Finding of No Significant Impact was signed in April 1997. Development of the Spread Creek material source and staging area provides sand, rock, and gravel for repairing and maintaining park and forest roads and facilities.

Laurance S. Rockefeller (LSR) Preserve

On May 26, 2001, Laurance S. Rockefeller announced his intent to donate 1,106 acres (448 ha) to the NPS. This parcel was the remaining privately held portion of the JY Ranch that the Rockefeller family had owned since the 1930s. The property surrounds the southern half of Phelps



Lake and offers some of the most spectacular mountain scenery in the Park. The transfer of ownership from the Rockefeller family to the Grand Teton National Park is scheduled to occur in 2007; after which, the JY Ranch will become a significant and nationally recognized park attraction known as the Laurance S. Rockefeller (LSR) Preserve. A system of trails and a visitor contact station are currently under development.

Western Center for Historic Preservation at White Grass Ranch

In 2003, the Department of the Interior and the National Trust for Historic Preservation formed a partnership creating the Western Center for Historic Preservation. Its primary purpose is to preserve rustic architecture through work on deferred maintenance projects in the Grand Teton National Park and the Intermountain Region. The secondary purpose will be to support cultural resource research projects dealing with historic structures, history, and cultural landscapes in the Park and the Greater Yellowstone Area. The first phase will involve rehabilitation of the White Grass Ranch, which will take approximately 5 years. Once rehabilitated, White Grass Ranch's primary function will be to provide seasonal housing and work space for NPS historic preservation crews and volunteers who will work with the center to decrease the historic structure maintenance backlog in the Park. White Grass Ranch will operate seasonally from late April to September. Use of the ranch will be limited to 30 people during the day and 15 people overnight. There will be parking for six vehicles at the ranch; car or van pools to the ranch would be required. A volunteer site manager will coordinate activities of overnight guests staying at the ranch.

Bison/Elk Management

The U.S. Fish and Wildlife Service and the NPS collaborated on an Environmental Impact Statement (EIS) that considers various management issues, including:

- Bison and elk ecology.
- Loss and degradation of elk winter range.
- Number of elk and bison inhabiting the refuge and park.
- Population control measures.
- Forage management.
- Winter feeding.
- Disease management.
- Restoration of habitats damaged by elk and bison.

- Restoration of previously agricultural lands to provide habitat.

A Record of Decision is expected in late 2006 or early 2007.

United States Department of Agriculture – Bridger Teton National Forest

Jackson Hole Mountain Resort Improvements

This project completes a number of improvements, including upgrading the hiking/biking trail network and providing approximately 23 miles (37 km) of additional trails. Trails must be sited and designed so as to avoid encroachment into the Grand Teton National Park.

Teton County/Town of Jackson

Teton Village Expansion

Snake River Associates (SRA) has recently had a development of approximately 200 acres (81 ha) of ranch land approved to be rezoned for resort development as a part of a Teton Village expansion. The SRA proposal includes construction of homes, a golf course, commercial space, skier parking, parks, paths, and other facilities.

Teton County/Town of Jackson Regional Transportation Plan

The Jackson Regional Transportation Plan was adopted by Teton County and the Town of Jackson in January 2000 and updated in December 2003. This comprehensive, regional, multi-modal plan is officially a part (Chapter 8) of the joint County/Town Regional Comprehensive Plan. Technical work and public process on the Transportation Plan began in 1996 and continued through to adoption. The Wyoming Department of Transportation (WYDOT) was actively involved in plan development.

A principal focus of the Plan is to reduce and manage the impacts of traffic growth occurring in the valley as a result of population growth and commercial development. Area residents have been concerned about the loss of rural character associated with traffic congestion and highway expansion in Jackson. The Plan sets policies and programs designed to intervene in traffic growth through a combination of mode shift and land use strategies.

Specifically, the Plan sets a goal of reducing single occupant vehicle travel to 42 percent of daily person trips, down from 55 percent in 1996. By 2020, "alternative



modes” (i.e., walking, bicycling, and transit) would account for 28 percent of daily person trips, up from 15 percent in 1996. The Plan also sets policies to focus future development in the existing town as part of a “town as heart” initiative. Other land use policies included in the Plan are the continued use of conservation easements to avoid traffic growth in certain corridors and the steering of development into “mixed use villages” suitable for development of improved transit service and pathway networks.

The Transportation Plan calls for a “systematic expansion of the public transit system in Teton County.” Both public and private transit providers are to play a role in this expansion. Transit services to be considered as part of this expansion include (among others):

- Transit service to popular Grand Teton National Park sites and provisions for integrating with future Grand Teton National Park transit systems.
- A regional transit center that includes additional parking opportunities in the Town of Jackson (Regional Transportation Plan, p. 8-30).

The regional Pathways Program (see below), providing routes for walking and bicycling, is another major emphasis of the Plan. The Plan states that:

- The town, county, and WYDOT street and roadway systems will be designed to safely accommodate and encourage pedestrian and bicycle use as important modes of travel. A system of separated pathways connecting major origins and destinations in Teton County will be incorporated into the transportation system.
- The town, county, and WYDOT will coordinate with public land management agencies to connect the pathway system and on-street pedestrian/bicycle facilities with pathway and trail systems on federal lands, including the Grand Teton National Park, the National Elk Refuge, and the Bridger-Teton and Targhee National Forests (Regional Transportation Plan, p. 8-33).

Finally, the Plan sets average daily traffic (summer) and level of service goals for regional arterial roadways, including roadways that provide access to the Grand Teton National Park.

Transit Development Plan — Southern Teton Area Rapid Transit (START)

The “Jackson/Teton County Transit Development Plan (TDP): 2000-2005 and Long Range” was adopted by Teton County and the Town of Jackson in June 2000 and updated in November 2003. The TDP was based on an evaluation of current operations of the START public bus system, including relationships between the START cost structure, routes, service levels, fleet requirements, and other factors.

Based on extensive public involvement and on policies articulated in the Jackson Regional Transportation Plan, the TDP provided service recommendations based on realization of the 2020 Transportation Plan goals (including a 2020 goal of 5 percent of daily person trips on transit) and also defined a phased implementation program with a detailed operations plan for the first 5 years (2000 to 2005). START is in support of providing public transit between Jackson and the Grand Teton National Park, assuming the Park will pay the capital and operating cost of this service.

Jackson Hole Community Pathways Program

The Jackson Hole Community Pathways Program is a jointly funded independent department of the Town of Jackson under the direction of the Town Administrator. The Program has the following goals:

- *Improve Facilities* – Systematically complete the Pathways Improvement Program list of on-road and off-road improvements for bicycling, walking, horseback riding, and Nordic skiing.
- *Increase Use* – Double the percentage of transportation trips made by bicycling, walking, and other non-motorized modes by 2015.
- *Enhance Safety* – Decrease the number of bicycle and pedestrian accidents and multi-user trail conflicts by 10 percent.

The Pathways Program, through its task force, has adopted the following objectives:

- *Meet Needs of All Levels of Bicyclists* – Create a comprehensive network of on-road and off-road facilities that are integrated with the roadway and transit systems.

- *Meet Needs of Pedestrians, Including Persons with Disabilities* – Make all streets and intersections “pedestrian-friendly” and accessible.
- *Encourage and Promote Bicycling and Walking*
 - Shift 10 percent of transportation trips to bicycle and walking modes by 2015; conduct a promotion campaign for bicycling and walking transportation trips.

The Pathways Program has built a network of off-road multi-use “pathways” radiating out from the Town of Jackson and has worked with other agencies to build additional pathways. Past and future planned projects include:

- *Moose-Wilson Trail* – This project completes a trail of approximately 7 miles, from Wyoming Highway 22 to the south park boundary along Wyoming Highway 390.
- *Jackson-Moose Scenic Pathway* – This project completes a trail of approximately 3.5 miles, from the Multi-agency campus in Jackson to the Park boundary. Construction was scheduled to occur in 2004.
- *Regional Trails* – The following pathways are also scheduled for future construction: Teton Pass Millennium Trail; Hoback Junction Pathway, Hoback Junction Pathway to Wyoming Centennial Scenic Byway, Wyoming Highway 22 Pathway, and Snake River Bridge.

Highway 390 from Wyoming Highway 22 north to Teton Village. The Regional Transportation Plan calls for Wyoming Highway 22 from Jackson to the Snake River to be widened to four lanes with an additional bridge over the river. Wyoming Highway 22 through Wilson would remain at two through-lanes. The Plan calls for delaying the widening of Wyoming Highway 390 beyond three lanes for as long as possible. Due to uncertainties in the planning process, WYDOT has not assigned these projects to specific program years.

- *Reconstruction of U.S. Highway 287 over Togwotee Pass* – This series of projects began in early 2006. Work will include bridge replacement projects as well as roadway reconstruction and widening. The preferred alternative calls for a 12-ft travel lane, 6-ft shoulders, and a 10-ft clear zone.

Finally, WYDOT has an ongoing statewide Intelligent Transportation Systems (ITS) program. The interstate highway system will be the location of the first specific improvements, including installation of dynamic message signs, radio stations, and other improvements along the western half of I-80. Ultimately, WYDOT will establish a statewide network of real time traffic data gathering, weather monitoring, and information dissemination on the state highway system, including variable message signs, information radio systems, dial-in services, and Internet web sites. An improved ITS on Wyoming Highway 22 over Teton Pass has already been funded.

WYDOT Transportation Improvement Program

The WYDOT will undertake a number of highway projects in and around Teton County. Projects initiated in 2002 include the previously described Pathways Program projects that will directly connect Teton Village and the Granite Entrance Station of the Grand Teton National Park with the village of Wilson, and the extensive Teton County pathways network, including sections running west and south out of Jackson.

Two other projects, currently in the planning and design stages with WYDOT, will be of direct relevance to the Grand Teton National Park. These include:

- *Reconstruction of Wyoming Highway 22 and Wyoming Highway 390* – These projects will bring major changes to Wyoming Highway 22 from Jackson west over Teton Pass to the Idaho state line, and to Wyoming

