Statement for Management

John D. Rockefeller, Jr., Memorial Parkway

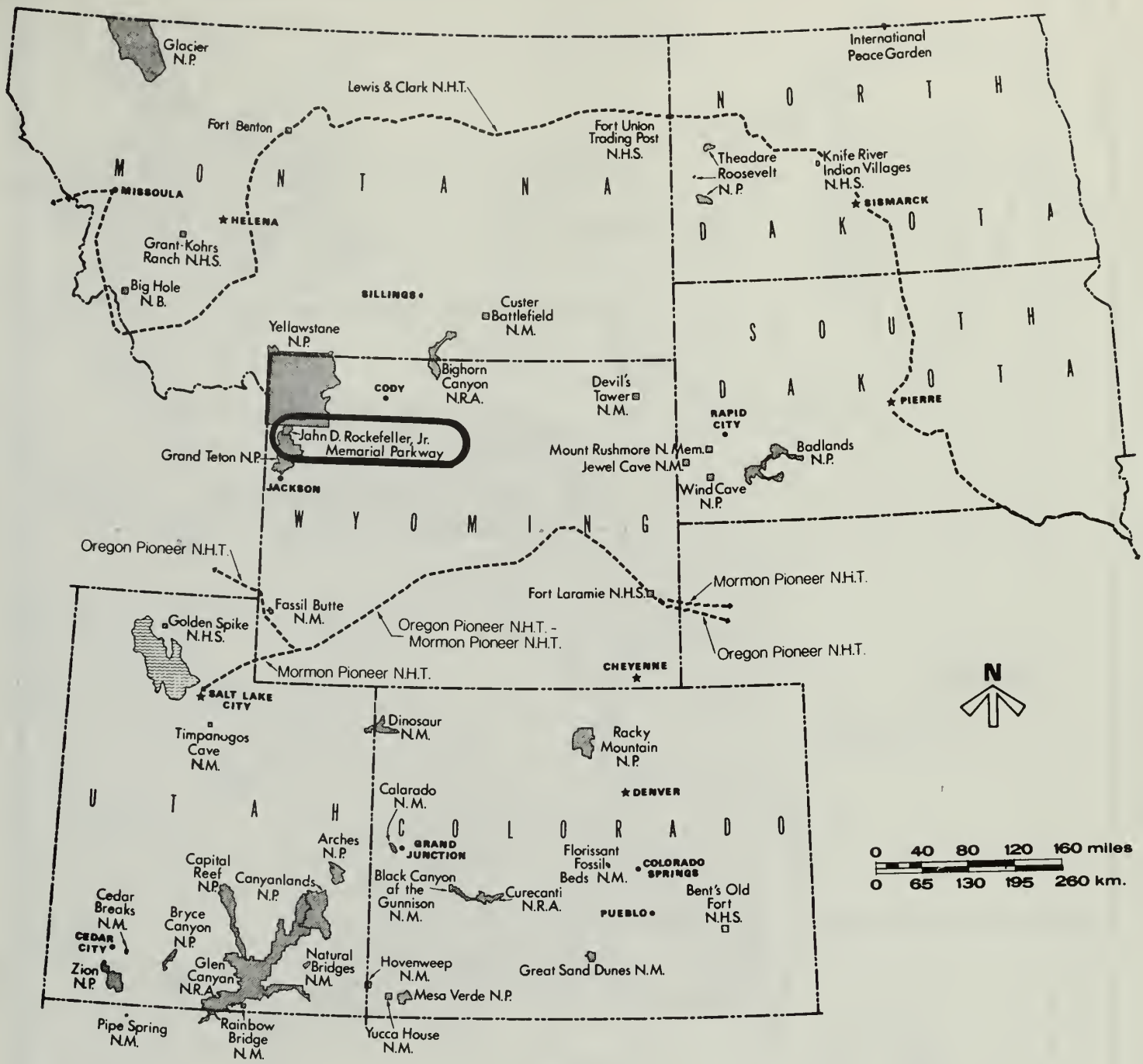
May 1986

Definition

The statement for management (SFM) provides an up-to-date inventory of the Park's condition and an analysis of its problems. It does not involve any prescriptive decisions on future management and use of the Park, but it does provide a format for evaluating conditions and identifying major issues and information voids.

Recommended by: Jack E. Stark Date 1/27/86
Superintendent

Approved by: [signature] Date 5/12/86
Regional Director
Rocky Mountain Region Acting



Legend

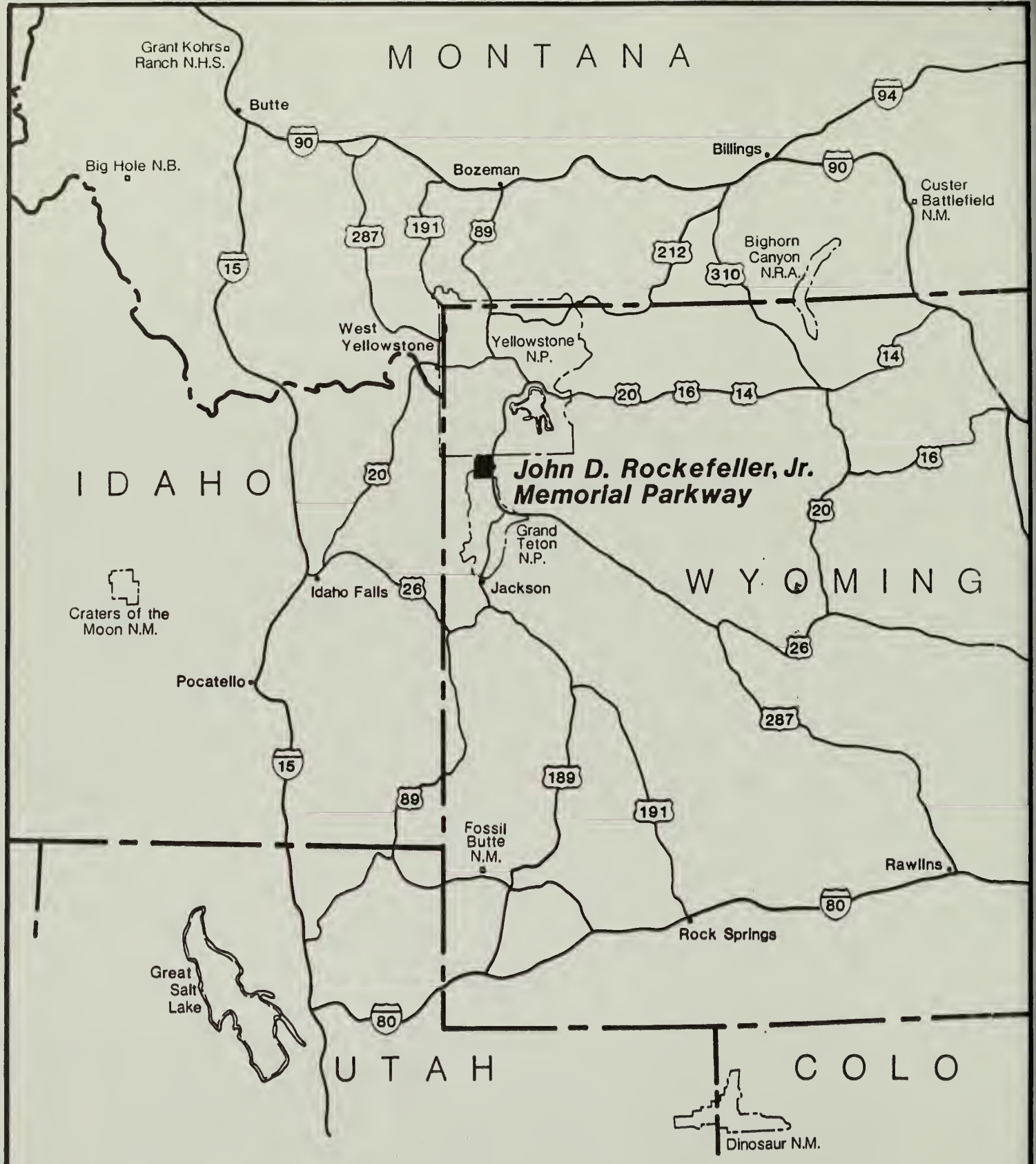
- Locations of Major Cities
- Locations of State Capitals
- State Boundary Lines
- National Park Service Areas
- National Park Service Historical Trails

ROCKY MOUNTAIN REGION

National Park Service

United States Department of the Interior

955 | 80,000-C
DEC '84 | RMRO

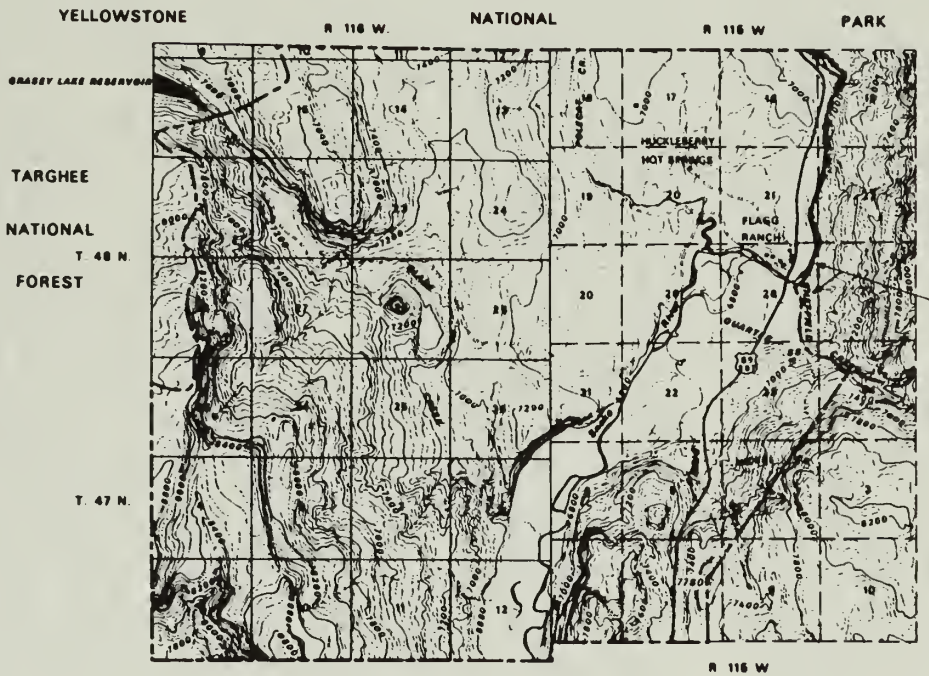


Vicinity Map

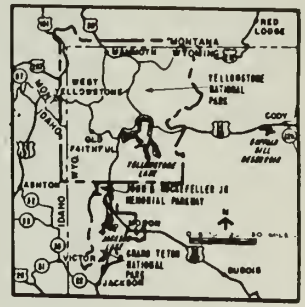
John D. Rockefeller, Jr., Memorial Parkway

U.S. Dept. of the Interior – National Park Service

642 | 80,014
DEC. '83 | RMRO



NOTE:
BOUNDARY ON EAST BANK OF SNAKE RIVER AND SHEFFIELD CREEK.



LOCATION MAP

LEGEND

BOUNDARY

N

3000 0 3000 6000 9000 12000 FEET
900 0 900 1800 2700 3600 METERS

BOUNDARY MAP

JOHN D. ROCKEFELLER, JR., MEMORIAL PARKWAY

TETON COUNTY, WYOMING

SIXTH PRINCIPAL MERIDIAN-WYOMING

UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

842 | 80 007
FEB 1981 | DSC

NOTE

P.L. 92-404, AUGUST 26, 1972 AUTHORIZED ESTABLISHMENT
F/R. VOL 38, NO 200 OCT 17, 1973 TRANSFERRED ADMINISTRATIVE JURISDICTION
F/R. VOL 42, NO 188, OCT 11, 1977 ESTABLISHED AREA

I. LOCATION

John D. Rockefeller, Jr., Memorial Parkway (hereafter referred to as the Parkway) is in northwestern Wyoming in Teton County. The Congressional District of this area is At Large.

II. PURPOSE AND SIGNIFICANCE

Public Law 92-404 established the Parkway on August 25, 1972, ". . .for the purpose of commemorating the many significant contributions to the cause of conservation in the Untied States, which have been made by John D. Rockefeller, Jr., and to provide both a symbolic and desirable physical connection between the world's first national park, Yellowstone, and the Grand Teton National Park."

The 1972 Act specified that the Parkway be administered as a unit of the National Park Service according to the authority contained in the National Park Service Act of 1916. The Parkway is thereby committed to conserving the scenery and natural and historic resources and providing for their use to leave them unimpaired for future generations.

Hunting and fishing are permitted in the area ". . .in accordance with applicable laws of the United States and the State of Wyoming except that the Secretary of the Interior may designate zones where, and periods when, no hunting or fishing shall be permitted for reasons of public safety, administration, or public use and enjoyment" as stated in the Act. As of January 1985, trapping was specifically prohibited in the Parkway (36 CFR 2.4).

Grand Teton National Park administers the Parkway as a national recreation area.

The Parkway has traditionally been used as a staging area for back-country use and as a travel corridor between Grand Teton and Yellowstone National Parks. The Parkway's recreational resources include hunting, fishing, and floating the Snake River.

Legislation designates the Parkway as 82 miles in length, and it is between West Thumb in Yellowstone National Park and the south entrance of Grand Teton National Park. The actual link between the two parks is 7.5 miles of Parkway surrounded by 23,770 acres.

III. INFLUENCES: INVENTORY AND ANALYSIS

The following agreements, permits, executive orders, laws, and other commitments influence management of the Parkway.

A. LEGISLATIVE AND ADMINISTRATIVE REQUIREMENTS

1. Public Law 92-404

a. Section 1(b) states that the Secretary of the Interior may designate and identify as "Rockefeller Parkway" existing and future connecting roads within Yellowstone and Grand Teton National Parks and within the Parkway, as deemed necessary, provided that sections of the Parkway located in Yellowstone or Grand Teton are administered and managed the same as other portions of the parks.

b. Hunting and fishing are permitted in accordance with applicable laws of the United States and the State of Wyoming (Section 3(b)).

c. Lands within the Parkway, subject to valid existing rights, are withdrawn from location, entry, and patent under the United States mining laws (Section 3(c)). The status of mining claims is now being evaluated. There has been no mining activity, however, since establishment of the Parkway.

2. Concurrent Jurisdiction

The Corridor lands are under concurrent jurisdiction with the State of Wyoming (42 F.R. 46421).

3. Air Quality

Visibility objectives for the Parkway are "to maintain and/or restore natural visibility characteristics in the Parkway and surroundings so that visitors can enjoy panoramic views of the Teton Range and Jackson Hole from within and outside the Parkway" (U.S. National Park Service 1980a). As called for by Sections 162(a)(4) and 169(a)(1) and (2) of the Clean Air Act (CAA), justifications were prepared that resulted in Grand Teton and Yellowstone National Parks and the Teton and Jedediah Smith Wilderness areas being identified on November 30, 1979, as Mandatory Class I Federal Areas (44 F.R. 69127) where ". . .prevention of any future, and the remedying of any existing impairment of visibility. . .from manmade air pollution" is a national goal (CAA, Section 169A(a)(1)).

Although these three Mandatory Class I Federal Areas are contiguous with the Parkway, the Parkway was not considered for inclusion in the 1979 Environmental Protection Agency list of Mandatory Class I Federal Areas because the CAA only designated international parks, wilderness areas, memorial parks, and national parks as Class I areas (Section 162(a)(1), (2), (3), and (4)). Most of the boundary of the Parkway is contiguous with a Mandatory Class I Federal area.

4. Water Resources

a. The United States Army Corps of Engineers must approve any project that affects the flow or sediment load of the Snake River and its tributaries (33 U.S.C. 125).

b. Executive Order 11988 - "Floodplain Management" and subsequently revised National Park Service policy (May 28, 1980) requires that no facilities or structures be located in a 100-year floodplain. The Snake River floods extensive areas of riparian land each spring. This area is one of the natural attributes of the Parkway corridor. Because the area is unfavorable for construction and to protect the resource, no development will be planned for the floodplain. Present developments are scheduled to be removed from this area.

c. Executive Order 11990 - "Protection of Wetlands" and National Park Service policy (May 28, 1980) control development in known or determined wetland habitats.

d. The Parkway is committed "to maintain all surface waters in Class I condition. . ." (U.S. National Park Service 1980a). Because of the lack funds, there have been no test wells dug or sampling of surface water done.

5. Cultural Resource Management

An inventory of historic structures was conducted to comply with the National Historic Preservation Act of 1966 (Public Law 89-655), Executive Order 11593 (Protection and Enhancement of the Cultural Environment), and National Park Service management policies. No structures were identified for entry on the List of Classified Structures. An inventory of archeological resources within the Parkway was also completed by Gary Wright of the State University of New York, Albany, for the Midwest Archeological Center in 1973. One historic site and 13 prehistoric archeological sites were located (Wright 1974). The historic site is the presumed location of the Snake River Soldier Station established in 1891 to regulate the south approach to Yellowstone National Park. Three of the prehistoric sites

were tested and an additional prehistoric site was located in 1976 (Wright 1977). No sites in the Parkway have been recommended for nomination to the National Register of Historic Places.

6. Other Administrative Restraints

a. A 20-year U.S. Forest Service Special Use Permit, signed December 1970, is for the operation and maintenance of a resort, cabin camp, trailer court, and related structures and facilities at Flagg Ranch on 72.93 acres in Section 21 and 28, T48N, R115W. Upon its expiration, the Special Use Permit may be considered for replacement by a concessions contract.

b. A gravel extraction area of approximately 100 acres is located in the Snake River floodplain on the west side of the road about 2 miles north of Grand Teton National Park. Permits for use of the gravel pit are issued by the Superintendent on a project-by-project basis. The gravel may be used for projects within Grand Teton and Yellowstone National Parks or the Parkway. An operating and reclamation plan for this site should be developed.

c. A permit authorizes the Soil Conservation Service to gather mountain snowpack depth and water content, precipitation, temperatures, and other hydrometeorological data at Glade Creek and Huckleberry Mountain. The permit will be converted to a Memorandum of Understanding.

d. The U.S. Geological Survey is authorized by Special Use Permit to operate a stream gauging station on the Snake River near Flagg Ranch until December 31, 1989. At that time, it will be converted to a Memorandum of Understanding.

e. Permits also exist for Mountain Bell and Lower Valley power lines.

f. All grazing activities on Parkway lands were terminated in 1981.

B. RESOURCES

1. Natural Resources

The Parkway is a transition zone between the volcanic highlands in Yellowstone and the magnificent fault blocking that created the Teton Range in Jackson Hole to the south. Picturesque cliffs and rock outcrops punctuate the forested highlands along the western rim of the Snake River. Steamboat Mountain and the headland above Glade Creek, a

tributary of the Snake, dominate the scene. The highest point, Mount Berry (8,951 feet), is near the shared boundary with Grand Teton National Park, as is the lowest point (6,770 feet), where the Snake River empties into Jackson Lake.

Temperatures from mid-June to mid-September are generally mild, averaging from 50 degrees Fahrenheit to 80 degrees Fahrenheit. The time between the last frost in spring and the first fall frost is very brief. Occasional frosts can be expected even in midsummer at high elevations. Although the area is often the coldest in the nation, winter use is increasing. Daily maximum temperatures often remain below freezing. Extreme cold conditions occur when arctic air invades the area, stagnates there, and is further cooled because of terrestrial radiation into clear skies from snow-covered ground. Frigid air sometimes remains trapped for days in the basin while warmer temperatures prevail at higher elevations.

Much of the precipitation falls as snow. Precipitation and the proportion that falls as snow increases progressively with increasing elevation and probably ranges from about 40 inches at 8,000 feet to 80 inches at higher elevations.

A few small ponds, but no lakes, are found on the benches that rise to the west boundary of the Parkway. Glade and Polecat Creeks are the principal tributaries to the Snake River from the west, while Dime, Nickel, Quarter, and Sheffield Creeks enter the river from the east.

Fish fauna are those typically found in cold waters and relatively species-poor. Native cutthroat trout and introduced lake, brown, and brook trout inhabit the Snake River. There are also nine nongame species. The number of reptile and amphibian species is extremely limited because of the high elevation and associated cool climate.

Over 300 species of birds have been observed in the Parkway or surrounding area. The Snake River floodplain is an important habitat and nesting area for great blue heron, sandhill crane, bald eagle, osprey, trumpeter swan, and a variety of waterfowl. There are a number of predators (bald and golden eagles and various species of hawks and owls) and a variety of smaller birds.

Large ungulates such as moose, elk, and mule deer are among the Parkway's greatest attractions. The grizzly bear is part of the native fauna of the area. It is not known if the Parkway sustains a resident population, but more probably grizzlies periodically range into the Parkway from

Yellowstone National park or the adjacent national forests. Black bears are commonly observed. Species such as coyote, mountain lion, lynx, river otter, wolverine, and marten add diversity of fauna to the Parkway.

The gray wolf, peregrine falcon, bald eagle, and whooping crane are federally listed as endangered as of October 1981. The grizzly bear is listed as threatened.

The Natural Resources Management Plan which is currently in draft form contains a more detailed description of the environment and resources of the Parkway.

2. Natural Resource Problems

The Natural Resource Management Plan identifies the major natural resource management problems in the Parkway. Problem statements and an assessment of alternatives are included for fire management, exotic plants, threatened and endangered plants, hazard trees, vista management, management of insect infestations, borrow-pit management, management and rehabilitation of developed areas, back-country and trail management, grizzly bear, gray wolf, bald eagle, peregrine falcon, osprey, trumpeter swan, Canada goose, animal problems in developed areas, beaver, bighorn sheep, moose, elk, mule deer, black bear, winter recreation, aquatic resources, water resources, Snake River recreation, noise management, and the development of a resources basic inventory.

3. Cultural Resources

Present evidence indicates use of the Parkway by prehistoric people at least 6,000 years ago.. Prehistoric people were attracted to the area by the abundant plant resources. The area also served both prehistoric and historic populations as transportation and communication corridors between Jackson Hole and Yellowstone and Jackson Hole and eastern Idaho. One historic and 13 prehistoric archeological sites have been identified in the Parkway. To date, none have been recommended for nomination to the National Register of Historic Places.

C. LAND USES AND TRENDS

1. Land Uses

John D. Rockefeller, Jr., Memorial Parkway consists of 23,777.72 acres all of which are federally owned.

Development in the Parkway includes the Flagg Ranch concession, the National Park Service Snake River campground, and eight designated off-road campsites along the Ashton-Flagg Ranch Road. Flagg Ranch covers 73 acres and is composed of cabins, motel units, gas pumps, a restaurant, bar, campground with trailer hookups, and a stable.

The Huckleberry Hot Springs development was purchased by the Federal government and ceased operation in 1983. The General Management Plan provides for it to be converted to a day-use picnic area with existing developments removed.

2. Trends

The Parkway is bound on the north by Yellowstone National Park, on the east by the Teton Wilderness of the Bridger-Teton National Forest, on the south by Grand Teton National Park, and on the west by Grand Teton National Park and Targhee National Forest. The Parkway, Grand Teton, and Yellowstone National Parks comprise the strategic core of a vast upland wilderness. The parks, five national forests, and two wildlife refuges are referred to as the Greater Yellowstone Ecosystem. This 26,000-square-mile area is centered in northwestern Wyoming, astride the Continental Divide, and extends north into Montana and west into Idaho.

The Ashton-Flagg Ranch Road began as a primitive wagon trail more than 70 years ago and was upgraded by the Forest Service to provide access for logging on the Targhee National Forest and to the Grassy Lake Reservoir just west of the Parkway. There has been continuing interest over the years to provide access to Yellowstone and Grand Teton from Idaho via this route. At the same time, conservation groups and long-time residents of Jackson Hole are cautioning the Service to maintain the primitive aspect of the Corridor. The General Management Plan calls for the road to be retained in a low-standard, unimproved condition with sections being closed at times to protect critical grizzly bear habitat.

With stated limits on overnight facilities in Grand Teton and Yellowstone, it can be expected that pressure will mount to use the Corridor as an expansion area for campgrounds and lodging. The management objectives from the General Management Plan for the area states that the area will be used to provide necessary commercial and National Park Service facilities to supplement those of Yellowstone and Grand Teton National Parks.

Management and development of the area will be compatible with land uses of surrounding public lands.

Activities on both Federal and private lands in Jackson Hole affect all Parkway visitors, particularly back-country users. The Wyoming Wilderness Act of 1984 added significant wilderness areas to the adjacent Forests. The Jedediah Smith Wilderness is comprised of the west slopes of the Tetons in Targhee National Forest, and the Teton Wilderness in the Bridger-Teton National Forest forms the eastern boundary of the Parkway. The National Park Service supports these additions. Both the Teton Wilderness and Jedediah Smith Wilderness are managed for watershed protection, outdoor recreation, wildlife management, and wilderness values.

Grand Teton National Park and Targhee National Forest have worked to adopt common regulations to ease resource damage to the forest and avoid confusing the users of both lands. Yellowstone and Grand Teton have also worked with Bridger-Teton National Forest to adopt common regulations. This has been quite important for regulating pack stock outfitters who journey through the forest and parks on a single trip.

The National Park Service has been a participant in the development of a Teton County Water Quality Management Program. The program is designed to meet the requirements of Section 208 of the 1972 Federal Water Pollution Control Act Amendments (Public Law 92-500). Most water in Teton County meets the criteria established by the Act. The program is aimed toward preserving high quality water and eliminating existing major sources of pollution. The National Park Service has not yet officially entered into the water quality management program by signing the memorandum of agreement. At present, the obligations of the plan are being met as much as possible, since the plan coincides with park management's requirements to meet Class I quality standards.

The National Park Service installed an excellent water treatment facility at Flagg Ranch. Because it is a percolation/evaporation system, there is no surface discharge. With minor adjustments, it will be operable when the concession operations are moved out of the 100-year Snake River floodplain.

Jackson Hole is a natural trap for holding air pollutants. Particulate air samples have been traced to sources as far away as Pocatello and the Salt Lake area. To date, these are minor contributors. The greatest pollution occurs in

summer when approximately 25,000 vehicles are in the valley on any one day and in winter from vehicles, furnaces, and fireplaces. When there is a winter thermal inversion, smog is discernible, especially in the area south of Grand Teton National Park. There are no regular polluting sources from industry based in the valley.

The population of Teton County and the rest of Wyoming has been growing at a phenomenal rate during the last 10 years. The 1980 Census figures for Teton County are 9,354 compared to 4,823 for 1970.

Jackson, the largest community in the county, has a population of 4,504 (1980 Census) and is 4 miles from the south boundary of Grand Teton. The economy of Jackson is dependent upon tourism. Besides catering to the millions of summer tourists by providing motels, stores, restaurants, amusements, and so forth, Jackson also serves two ski resorts--Teton Village and Snow King.

Within the Jackson Hole area, there are lodging accommodations, as well as dude ranches and resorts, which provide over 2,500 rooms. In addition, there are more than 30 public and private campgrounds having space for over 1,500-tent and 1,000-trailer sites. There are many restaurants or restaurant-lodging combinations and service stations scattered throughout the area.

Highway access to the Parkway may be gained via U.S. 287, 191, and 89. Jackson is served by two regularly scheduled bus lines--Jackson-Rock Springs Stages, Inc., and Star Valley-Jackson Stages. These bus lines provide services to Jackson from Rock Springs and Idaho Falls, respectively.

From Jackson, bus service is available to Jackson Lake Lodge in Grand Teton National Park. Service from Jackson Lake Lodge to Yellowstone National Park is also available. TW Services provides daily transportation from Jackson to Flagg Ranch for snow coach users. Rental cars are available in Jackson or at the Jackson Hole Airport. Due to the location and distance of Jackson Hole from any existing railroad, public transportation is limited to air service or highway transportation.

In addition to Jackson, there are numerous gateway communities to Grand Teton and Yellowstone National Parks in Wyoming, Idaho, and Montana. Any of the gateway cities or towns could serve as a major point from which travelers may base their park experiences. The gateway communities are Alpine, Cody, Dubois, and Pinedale, Wyoming; Ashton, Driggs, and Idaho Falls, Idaho; and Cooke City, Livingston, Bozeman, and West Yellowstone, Montana.

D. VISITOR USE ANALYSIS

1. Characteristics of Traffic Entering the Parkway

A new method to determine park visitation was implemented in 1983. Therefore, 1983 cannot be directly compared to previous years. Under the new system, the factor for the number of persons per vehicle was reduced from 3.3 to 3.0. Nonrecreational use factors were adjusted, repeat visitor-use factors were added, and more accurate traffic counters were installed. All of these changes resulted in more accurate but significantly lower visitation figures for the Parkway. No data are available for estimating the length of stay in the Parkway for nonrecreational visits, but the average time is likely to be close to 0.25 hours (approximately the time it takes to drive through the Parkway).

Recreational, overnight visits average 3.54 persons per vehicle and 35.02 hours in length. Overnight visitors stay an estimated 1.72 nights per visit. Tour buses with the average number of persons per bus being 27.5 comprise less than .5 percent of the traffic. From June 8 until August 21, 1982, there were an average of 3,808 vehicles travelling through the Parkway each day.

2. Origin

Fifty-two and four-tenths percent of the visitors enter the Parkway from the south, 47.2 percent enter from south Yellowstone National Park, and the remaining .4 percent enter from the west.

POINT OF ORIGIN OF TRAFFIC

California	10.2 percent
Wyoming (including Teton County)	8.3 percent
Colorado	7.0 percent
Idaho	4.5 percent
Utah	4.3 percent
Texas	4.3 percent
Other state and foreign countries	61.4 percent

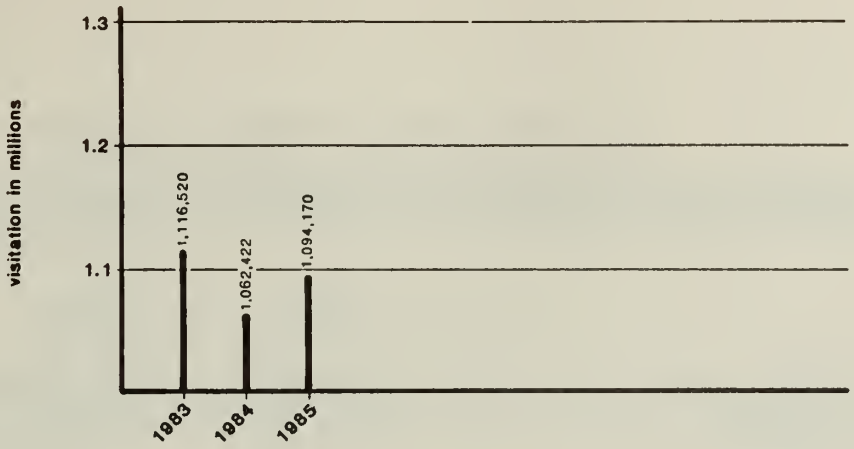
TYPE OF VEHICLE ENTERING THE PARKWAY

Passenger cars	68.8 percent
Pickup trucks with campers	8.8 percent
Passenger cars pulling trailers	6.2 percent
Motor homes	5.9 percent
Nonvisitor related	10.3 percent

The developed, overnight recreation capacity is currently about 1,250 persons at Flagg Ranch and the 24-unit Snake River Campground. Off-road camping occurs in eight designated sites along the Ashton-Flagg Ranch Road; these sites also serve as hunter camps. Some hunters enter the Teton Wilderness from the Parkway. Recreational horse grazers are low in number, and this use is mainly during the fall hunting period.

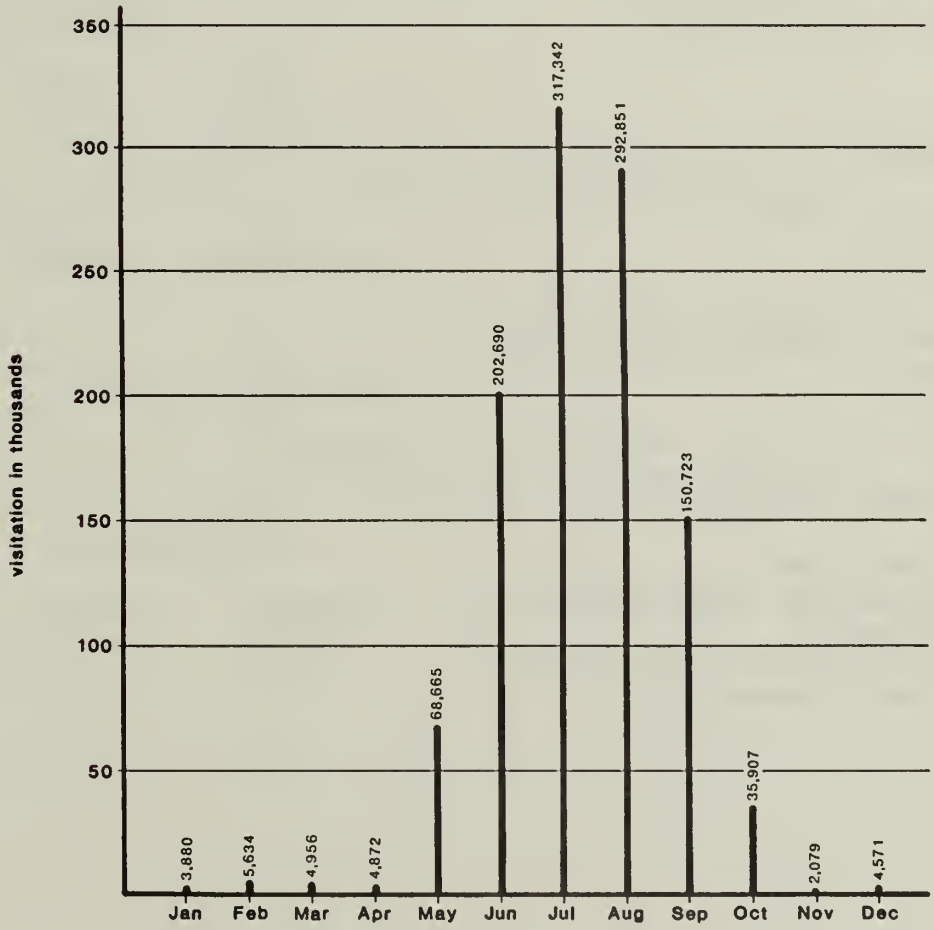
Fisherman use the Corridor and the Teton Wilderness. Floating the Snake River from Flagg Ranch to Jackson Lake has become increasingly popular. Whitewater trips are run between Yellowstone and Flagg Ranch. One and a half miles of this stretch of the Snake River is whitewater. Because of the modification being done to the Jackson Lake Dam by the Bureau of Reclamation, the level of the lake was lowered 24 feet for the duration of construction. This has just about eliminated float trips on the lower Snake River due to the lack of access for removing the rafts from the river. The conflict is expected to continue until the lake level is raised.

In the winter of 1970-71, regularly scheduled snowmobile tours into Yellowstone from Flagg Ranch were inaugurated. This general area has become increasingly popular for snowmobile touring and other winter-use activities. Snowmobile use is limited to the Ashton-Flagg Ranch Road and the unplowed section of U.S. 89-287 between Flagg Ranch and the south boundary of Yellowstone National Park. There is no off-road use (36 FR 7.21).



Note: new count and factor system started in 1983

Annual Visitation



Monthly Visitation – 1985
John D. Rockefeller, Jr., Memorial Parkway

Visitor Use Data Summaries for 1983 and 1984
John D. Rockefeller, Jr., Memorial Parkway

Activity	1983	1984	1985
Total Parkway Visitors	1,116,520	1,062,422	1,094,170
Visitors from North	750,132	788,130	722,805
Visitors from South	597,045	495,791	577,772
Visitors from West	7,320	3,205	5,448
Concessioner Overnight Facilities* (Lodging/Camping/Outfitters)	59,660	59,429	50,297
Campers* (National Park Service Campground and Roadside)	6,766	9,095	7,113
Hiking**	231	200	353
Horseback Riding	3,327	2,965	1,999
Snake River Float Trips			
Commercial*	4,532	3,599	1,259
Private***	535	2,110	326
Fisherman Days** (Commercial/Private/Bank/Other)	459	604	870
Swimming	778	660	575
Back-Country Camper Nights	206	224	356
Oversnow Visitor Days**			
Snowmachines and Snowplanes - Private	5,737	5,652	3,260
Individual Skiers and Snowshoers	1,099	643	970
Concessioner Snowmobiles	4,947	4,319	5,506
Hunters	597	584	232

* Number of persons accommodated or serviced
** Estimated use figures
*** Actual count used in 1983

E. FACILITIES AND EQUIPMENT ANALYSIS

Information on park facilities and equipment has been recorded in other park documents. This information is listed below.

1. Nonhistoric Roads and Trails

Refer to drawing number 136/80,000a sheets 1 through 4 and the Federal Highway Administration Road Inventory and Needs Study.

2. Nonhistoric Buildings and Facilities

Refer to the Quarters Inventory and Fixed Property Card File in the Rocky Mountain Regional Office. Also, refer to the Index Microfilm by subject file also in the Rocky Mountain Regional Office.

3. Utility Systems

Refer to the Index Microfilm by subject file and Data Point Record in the Rocky Mountain Regional Office.

4. Grounds Improvements

Refer to drawings in the microfilm by subject file.

5. Historic Structures

See List of Classified Structures on file at Park Headquarters and Rocky Mountain Regional Office.

6. Major Equipment

See Capital Equipment Inventory on file at Park Headquarters.

F. STATUS OF PLANNING

Name of Plan/Study	Preparer	Date Approved	Comment on Adequacy	Repository
GENERAL MANAGEMENT PLANS				
General Management Plan/Development Concept Plan	DSC	11/05/80	Adequate	DSC
GENERAL MANAGEMENT PLAN AMENDMENTS AND SUPPLEMENTS				
Resources Management Plan (Natural and Cultural Components)	Park	Draft 1984		
SPECIAL STUDIES				
Archeological Survey Interpretive Prospectus (included in Grand Teton)	MWAC RMR	1977	Adequate	Park
Economic Feasibility Study (Flagg Ranch)	DSC	7/82	Being Updated	DSC
Assessment of Alternatives for Management of Winter Recreation Activities (included in Grand Teton)	Park	9/02/81	Adequate	Park
Evaluation and Design of Alternative Methods to Estimate Visitor Use in Grand Teton National Park (includes the Parkway)	Univ. of Wyoming	9/12/83	Adequate	Univ. of Wyoming

G. EXISTING MANAGEMENT ZONING

The corridor land within the John D. Rockefeller, Jr., Memorial Parkway (23,770 acres) is comprised of three zones and two subzones.

1. Natural Zone

The natural zone encompasses 23,590 acres. This area, which constitutes over 99 percent of the Parkway, is managed to provide for recreation activities that are compatible with and protective of the natural environment of the Parkway and adjacent parks. There are eight designated off-road campsites along the Ashton-Flagg Ranch Road. The campsites are undeveloped.

2. Development Zone

Presently, there are three development zones within the Parkway: Flagg Ranch Resort, the National Park Service Snake River Campground, and a National Park Service gravel extraction area. Flagg Ranch covers 73 acres and is comprised of cabins, motel units, a gas station, restaurant and bar, campground with trailer hook-ups, and a horse operation. A small National Park Service ranger station/ visitor contact facility is included in this area.

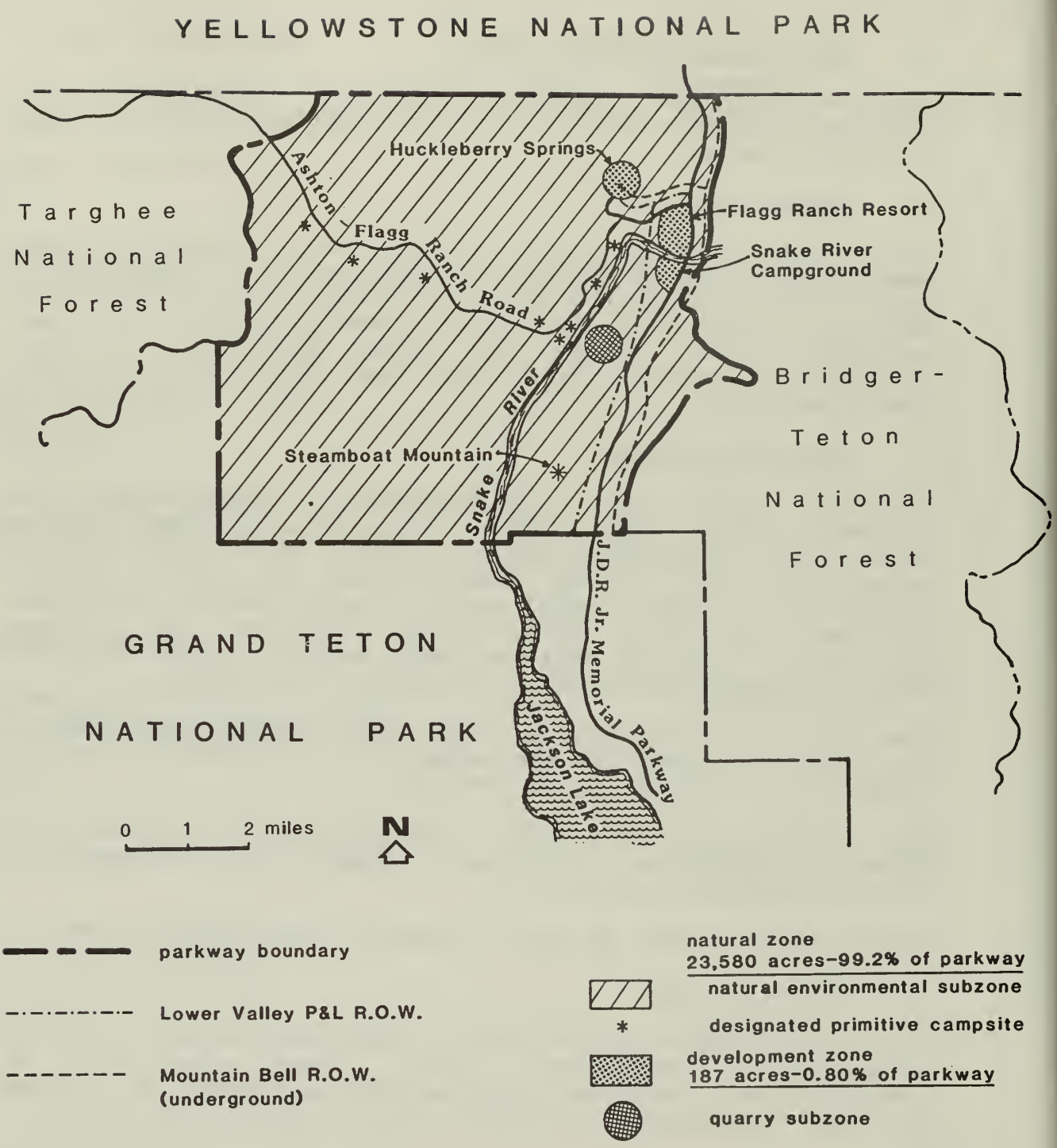
The National Park Service Snake River Campground, with 24 sites on 3.5 acres, is approximately 200 feet south of the Snake River adjacent to the Parkway.

The gravel extraction are is approximately 100 acres in size. In this area, gravel may be removed only for projects of the National Park Service.

The Huckleberry Hot Springs Concession was closed in 1983.

3. Historic Zone

Preliminary archeological surveys have identified 1 historic site and 13 prehistoric sites. These sites will be preserved and protected from Parkway management activities and from disturbance by Parkway visitors.



Existing Management Zoning

John D. Rockefeller, Jr., Memorial Parkway

United States Department of the Interior - National Park Service

642 | 80,016
May 86 | RMRO

IV. MAJOR ISSUES

A. HUCKLEBERRY HOT SPRINGS

In 1983, Huckleberry Hot Springs Concession was purchased so that the area could be restored to a more natural condition and used for day activities such as picnicking, hiking, and interpretation. During the summer of 1984, initial steps were taken to remove the facilities. Once the buildings have been declared excess property, they will be removed as will all other unnatural materials and structures such as sewage treatment facilities and swimming pool. The area will then be scarified, recontoured, and left to revegetate naturally. A rehabilitation plan is being developed by the park. According to the General Management Plan, future facilities will be limited to day parking. Once the buildings are removed, a site plan for day use will be developed. Included will be circulation patterns and interpretive exhibits. If the picnic area is established on the south side of the creek, the bridge can be removed which will limit visitor access to the hot springs. The hot springs will be returned to a natural, marshy condition. At some future time, visitor use may have to be regulated.

B. FLAGG RANCH

All facilities of the Flagg Ranch development except the campground are within the 100-year floodplain. The Statement of Operating Requirements for Flagg Ranch includes provisions for phasing existing developments off the floodplain and for constructing new facilities on the bench to the north. A fire destroyed the main restaurant/bar/gift shop facility in 1981 and since then temporary facilities have been in operation. The National Park Service denied the concessioner's request to reconstruct the facilities in the floodplain.

C. GENERAL MANAGEMENT PLAN

The General Management Plan (GMP) directs future development, use, and operation of the Parkway at a cost of approximately $12.6 million based on November 1980 estimates. Among the actions proposed in the GMP are increasing accommodation facilities in the Parkway in response to anticipated needs because of limitations in Grand Teton and Yellowstone National Parks, developing or designating trails to separate horse and hiking use, converting the Snake River Campground to a picnic use area, consolidating residential/maintenance facilities for the

Parkway and South Entrance of Yellowstone in the Parkway to eliminate duplication and conserve energy and manpower, and removing the South Entrance Station to Yellowstone and expanding fee collection activities at Moran.

According to the General Management Plan/Development Concept Plan, the proposed information/administrative/maintenance/residence complex includes a 2,800-3,200 square-foot visitor-contact facility with interpretive devices, information space, reservation and permit space, offices, 8 residences, 15 seasonal quarters, vehicle and equipment storage yard and building, maintenance shop, utility connections, fuel storage and dispensary, fire cache, approximately 100 parking spaces, and 5 landscaped acres. The plan also calls for the construction of 250 campsites, a 400-seat amphitheater, 4 to 5 comfort stations, and conversion of the Snake River Campground to a picnic area.

The 10-238 for the complex dated May 1984 states that the $3,092,000 limitation will need to be raised by approximately $800,000 before the package can proceed. Legislation to increase the congressional development limitation will be needed before development above the ceiling can be initiated. On June 16, 1981, legislative support data for the proposed development ceiling increase was submitted to the Office of Legislation, Washington Office. It proposed to increase the legislative spending ceiling from the authorized $3,092,000 to $12,622,000.

V. MANAGEMENT OBJECTIVES

A. MANAGEMENT, ADMINISTRATION, AND SUPPORT

To conduct the affairs of the Parkway in a cost effective fashion that supports national endeavors to respect natural areas, protect all elements of an ecosystem, conserve energy, and in particular to conserve and preserve this National Park heritage for future generations.

To combine operations now taking place at the northern boundary of the Parkway and southern boundary of Yellowstone to the extent visitor services are accomplished effectively.

To manage the Parkway on a year-round basis, with two use periods--the main use period from May 1 through November 30 and a winter use period from December 1 through April 30.

To manage concession contracts as a full partner to the end that the intent of any contract is fulfilled by providing a needed high quality public service.

B. INTERPRETATION AND VISITOR SERVICES

To provide information that will help every visitor take full advantage of enjoyable and beneficial activities and opportunities offered in the Parkway.

To stimulate in every visitor enough interest in the "Parkway story" (its environment, natural and cultural, present and past), so pursuit of this interest will lead to some understanding of the relevance of this environment to the home environment and daily life.

To encourage through this understanding an attitude of respect and concern for the Parkway, and ultimately for the total environment.

To interpret the Rockefeller Parkway so as to recognize the conservation philosophy of Mr. John D. Rockefeller, Jr., while emphasizing recreational uses of the area.

To afford each visitor the opportunity of attaining a general understanding of the Parkway through exhibits and audiovisual media at a main visitor center.

To ensure that the content of programs are relevant to a diversity of visitor interest and backgrounds and physical ability.

C. VISITOR PROTECTION AND SAFETY

To provide protection and safety services capable of responding to visitor and employee requests for assistance concerning antisocial or criminal behavior, structural fire suppression, wildland fire, emergency medical services, and supervision of visitor recreation facilities.

To carry on an accident deterrent program that includes inspection, investigation, and analysis of accident records and leads to appropriate prevention measures.

To provide a strong and sensitive law enforcement program that:

Conducts its law enforcement contacts at the least stringent level that will achieve compliance in the foreseeable future.

Is promptly and effectively responsive to calls for assistance involving personal safety and protection.

Insures that persons involved in enforcement are properly trained and equipped.

Enforces laws and regulations to prevent injury or loss to the park visitor and prevent damage to the resource.

Investigates all criminal cases, and, if possible, brings a case to prosecution.

To patrol natural and cultural resources and park facilities to the extent that physical security is reasonably assured.

To ensure that naturally hazardous situations in developed areas are detected and steps taken to protect life and property.

To supervise back-country and water use.

To provide skilled in-park search and rescue teams.

D. NATURAL RESOURCE MANAGEMENT

To manage all Parkway resources under ecosystem concepts that are aimed at perpetuating natural systems rather than individual species or features. To establish ecologically sound thresholds of use above which we will not permit further use since irreversible damage to a resource will result.

To manage opportunities for diverse recreational activities within the capability and the capacity of the natural resources.

To manage recreation hunting in accordance with existing agreements with the Wyoming Game and Fish Department. To assure that guidelines for elk management from the Jackson Hole Cooperative Elk Studies Group are considered.

To cooperatively manage the Snake River drainage to ensure perpetuation of the native cutthroat trout as a wild population.

To maintain all surface waters in Class I condition and establish and maintain sufficient test wells and sampling to assure that such waters are not degraded by any polluting discharge or maintenance work in streambeds.

To manage the grizzly bear in accordance with the Guidelines for Management involving grizzly bear in the Greater Yellowstone Area which was approved in 1980.

To maintain and/or restore natural visibility characteristics in the park and surroundings so that visitors can enjoy panoramic views of the Teton Range and Jackson Hole from within and outside the Parkway.

E. PLANNING AND CONSTRUCTION

To have all future facilities located and designed to reasonably withstand the probable forces generated from a movement on the Teton Fault (log and wood frame structures devoid of concrete and masonry walls or chimneys are the safest).

To locate no quarters or visitor-use buildings or other facilities in the 100-year flood area of the Snake River between Yellowstone National Park and Grand Teton National Park.

To provide day-use facilities, sanitation, and automobile parking at access points to areas open for winter activities.

To seek useful, cost- and energy-efficient operating methods or structure retrofitting and where possible use these as instructional models for park visitors.

F. VISITOR TRANSPORTATION AND FEE COLLECTION

To cooperate in the development of an energy conserving transportation system serving Grand Teton and Yellowstone.

3. John D. Rockefeller, Jr., Memorial Parkway

An Act to authorize the Secretary of the Interior to establish the John D. Rockefeller, Junior, Memorial Parkway, and for other purposes. (86 Stat. 619)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. (a) That for the purpose of commemorating the many significant contributions to the cause of conservation in the United States, which have been made by John D. Rockefeller, Junior, and to provide both a symbolic and desirable physical connection between the world's first national park, Yellowstone, and the Grand Teton National Park, which was made possible through the efforts and generosity of this distinguished citizen, the Secretary of the Interior (hereinafter referred to as the Secretary) is authorized to establish the John D. Rockefeller, Junior, Memorial Parkway, (hereinafter referred to as the "parkway") to consist of those lands and interests in lands, in Teton County, Wyoming, as generally depicted on a drawing entitled "Boundary Map, John D. Rockefeller, Junior, Memorial Parkway, Wyoming", numbered PKY–JDRM–20.000, and dated August 1971, a copy of which shall be on file and available for inspection in the Offices of the National Park Service, Department of the Interior. The Secretary shall establish the parkway by publication of a notice to that effect in the Federal Register, at such times as he deems advisable. The Secretary may make minor revisions in the boundary of the parkway from time to time, with the concurrence of the Secretary of Agriculture where national forest lands are involved, by publication of a revised drawing or other boundary description in the Federal Register.

(b) The Secretary shall also take such action as he may deem necessary and appropriate to designate and identify as "Rockefeller Parkway" the existing and future connecting roadways within the parkway, and between West Thumb in Yellowstone National Park, and the south entrance of Grand Teton National Park: *Provided*, That any sections of the parkway located within Yellowstone National Park or Grand Teton National Park shall be administered and managed in the same manner and in accordance with the same regulations and policies as the other portions of such parks.

SEC. 2. Within the boundaries of the parkway, the Secretary may acquire lands and interests in lands by donation, purchase, exchange, or transfer from another Federal agency. Lands and interests in lands owned by the State of Wyoming or a political subdivision thereof may be acquired only by donation. Lands under the juris-

diction of another Federal agency shall, upon request of the Secretary, be transferred without consideration to the jurisdiction of the Secretary for the purposes of the parkway.

SEC. 3. (a) The Secretary shall administer the parkway as a unit of the national park system in accordance with the authority contained in the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 1, 2–4), as amended and supplemented.

(b) The Secretary shall permit hunting and fishing within the area described by section 1(a) of this Act in accordance with applicable laws of the United States and the State of Wyoming, except that the Secretary may designate zones where, and periods when, no hunting or fishing shall be permitted for reasons of public safety, administration, or public use and enjoyment. Except in emergencies, any regulations of the Secretary pursuant to this section shall be put into effect only after consultation with the appropriate State fish and game department.

(c) The lands within the parkway, subject to valid existing rights, are hereby withdrawn from location, entry and patent under the United States mining laws.

SEC. 4. For the purposes of this Act, there are authorized to be appropriated not more than $25,000 for the acquisition of lands and interests in lands and not more than $3,092,000 for development.

Approved August 25, 1972.

Legislative History

House Report No 92–1237 accompanying H.R. 18201 (Committee on Interior and Insular Affairs).
Senate Report No. 92–707 (Committee on Interior and Insular Affairs).
Congressional Record, Vol. 118 (1972):
Mar. 24, considered and passed Senate.
Aug. 14, considered and passed House, amended, in lieu of H.R. 13201.
Aug. 17, Senate concurred in House amendment.

★ U.S. GOVERNMENT PRINTING: 1986—671-931 / 45219