

**Community Conversation with Supervisors Sears and Kinsey
Regarding Muir Woods Access – December 9, 2013**

Summary of Public Comments

Page 1 – *Notes taken by Liza*

- Concern County will cede Muir Woods Road to Feds – loss of control of community.
- Shuttle should originate in San Francisco – Crissy Field.
- Fast process and lack of data appears to be ramrodding a project.
- Need to know capacity, what is cap? Why are NPS numbers rising?
- Need a biologically based cap.
- Manage existing parking better, use 101 signs, and enforcement.
- NPS estimates capacity of trails and added them up for a total. Is that what we want?

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- What percentage of traffic through Tam Junction is going to Muir Woods? What percentage to Stinson, etc. Park as a whole is a problem.
- Proposal to block one land of Franks Valley Road is a non-starter. County should enforce parking/traffic.
- Visitors/cars and stormwater runoff are affecting fish/coho.
- Need Environmental study of visitor impacts on Muir Woods, e.g., the trees.
- Access for local residents need a local sticker.
- Capacity of roads and key intersections. (Apply) Caltrans standards; (consider) emergency capacity and conflicts with bikes, pedestrians.

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- County enforce now parking on Franks Valley Road.
- Limit bus size – “the red one”. (Note: Assemblymember Levine’s office can be of help with this issue.)
- Gridlock at closing time – support reservations (applause).

- How many vehicles on Muir Woods Road, Panoramic, Highway One and key intersections? Need professionals/experts who address human behaviors, need comprehensive traffic study. Capacity study that is independent and done by an authority.
- Retain local control. Buses and enforcement. Lower total number of visitors. Daily and monthly caps. Don't maintain status quo, lower traffic impacts. Less cars. No pick up and drop off in our area. Pick up near point of origin, outside of Marin.

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- "Vote" against visitor center. Muir Woods is not Alcatraz or "Disneyland-of-the-North".
- Don't want MOU and Park Service management of portion of Muir Woods/Franks Valley Road. Untenable – consult with emergency services. (Consider) disaster evacuation.
- Make existing parking more efficient. Incentivize desired behavior, less cars, by charging a substantial fee (for parking).
- Legislative action to make change (so that) it requires community approval first.
- Who makes the final decision?
- Concern more people/cars = more accidents, more fires (e.g., from) cigarettes.
- People are not informed. Not enough media/information.
- What will stop this from happening again.

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- Who gets the \$ from the busses?
- Support shuttles from East Bay/San Francisco.
- No parking is available at the trailheads (speaker added comments after meeting: because of congestion from people going to Muir Woods. Need permit system, with online permits, and enforcement).
- What regulations to prevent parking next to creek, toxic brake pads, stormwater impacts.
- Marin County do capacity study.
- NPS – put their own parking lot back (reopen the one that was closed).
- Get rid of the stop lights.

- Situation is a horrible disaster. County should find a way to justify closing Franks Valley Road to traffic.
 - Suggest citizen action to block the roads .
 - Consider the redwoods and animals first. Do a moratorium on visitors/cars.
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Notes taken by Leslie:

- Put a cap on number of cars, not people. Encourage San Francisco visitors to purchase tickets on ferry for shuttle. Shuttle use should be promoted on NPS website.
- What is the ideal capacity/attendance level? How was that number derived? Not an issue of cards. What is number of people that Muir Woods and environment can sustain?
- Traffic on Miller/Edgewood and Blithedale has increased, also emergency access is an issue. Is Office of Emergency Services engaged?
- Traffic to Stinson, Muir Beach is contributing – we would still have bad traffic, it is not just Muir Woods.
- Reservation system will add more cars and people. Cut the number of cars and people.
- One way on Frank's Valley – Don't. Marin County should control number of cars.
- Limit buses to 32'.
- Manzanita Welcome Center.
- Local access – a sticker for locals or some other program.
- Reduce number of visitors until traffic and parking at Manzanita is resolved.
- County roads not well-maintained; bridges built in 20's; emergency access is big issue; no one way roads (LC note – the point was that infrastructure is being overloaded by visitors).
- Friday after Thanksgiving there were 5400 visitors. No planning for this. Adding Solstice and Dec 26 bus/shuttle service.
- Bring visitors to rest of Marin – informational kiosks.
- Are visitors being turned away? Visitor satisfaction – traffic creates a bad last impression. How is NPS determining the cap?

- Independent analysis needed.
- Keep traffic out of Marin – start shuttle at point of origin.
- NPS needs to get all parking off of Franks Valley Road and away from Redwood Creek.
- No welcome center.
- Transparency – will notes, questions be put up on website? Some other way?
- MOU regarding enforcement that gives NPS control over parking – what is or will be in MOU?
- Buses should be nonpolluting.
- Bridgeway gets backed up too. Visitor Center at Pohono would increase traffic.
- What would keep this issue from coming back again in 5 or 10 years?
- Public use/owned by the people/NPS is using a business model due to economics.
- Trust with NPS and County is an issue.
- (Need) comprehensive traffic study and capacity study or EIR.
- Tennessee Valley and Flamingo lights have increased idling cars.
- Salmon/fragile environment. County should close roads.
- Trash on panoramic, cigarette butts.
- Visit with reverence and respect. Muir Woods is preserved because it was inaccessible, otherwise it too would have been logged off.

These notes were typed by Liza Crosse from handwritten notes taken by Liza and Leslie Alden at the December 9, 2013 meeting. Several editorial additions were made for clarification, and are provided in parentheses. Occasionally Liza and Leslie wrote down the same comment, and these duplications are repeated in these notes.