



Welcome

TO THE PUBLIC MEETING FOR
MUIR WOODS VISITOR ACCESS PLANNING

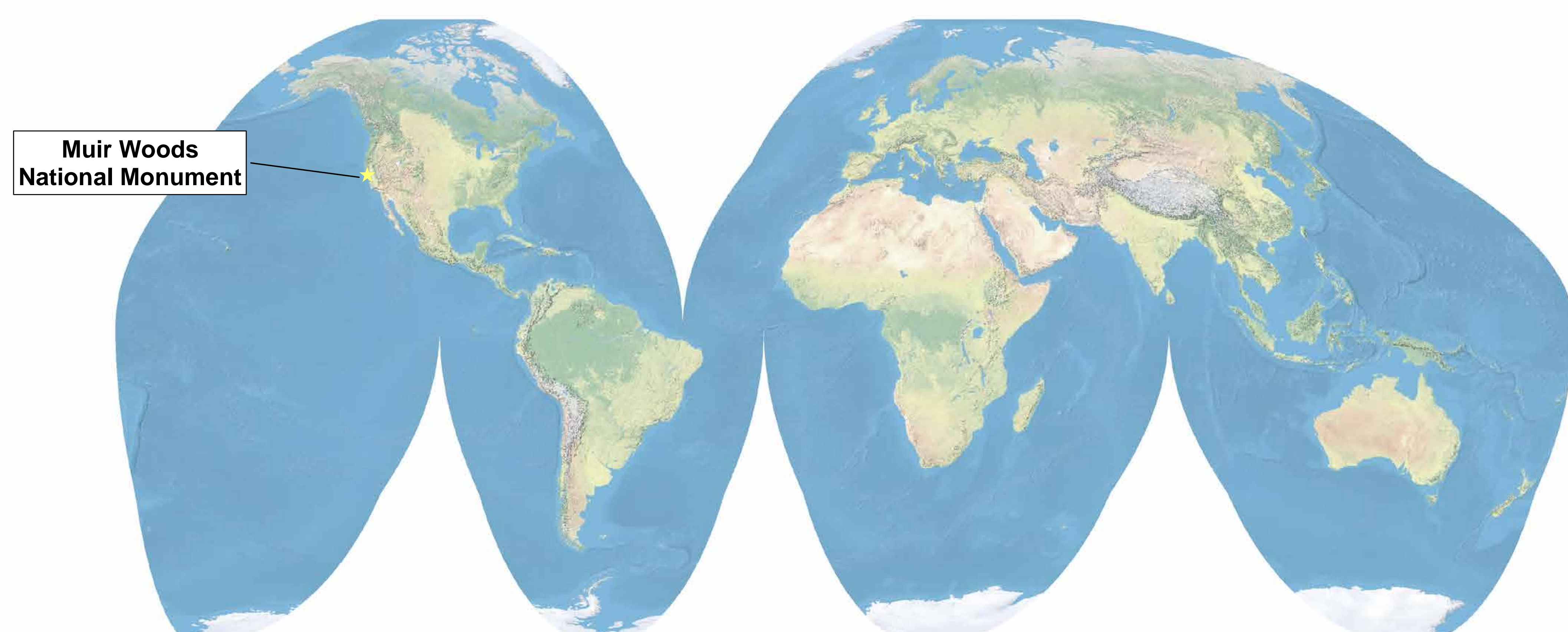


MUIR WOODS NATIONAL MONUMENT
VISITOR ACCESS PLANNING

Place a dot on this map where your neighborhood is located
and see how many of your neighbors are here!

This map provides a comprehensive view of the San Francisco Peninsula. Key features include:

- Geographical Features:** San Francisco Bay, San Pablo Bay, San Pablo Strait, San Rafael Bay, Richardson Bay, Golden Gate, and the Gulf of the Farallones Marine Sanctuary.
- Cities and Towns:** San Francisco, San Jose, San Pablo, Richmond, North Richmond, San Rafael, San Anselmo, Ross, Kentfield, Greenbrae, Larkspur, Corte Madera, Mill Valley, Strawberry, Almonte, Marin City, Sausalito, Tiburon, San Quentin, Terra Linda, Lucas Valley, Marinwood, Woodacre, Sleepy Hollow, Fairfax, and Sausalito.
- Highways:** Major routes like I-580, I-805, I-80, and I-205 are shown.
- Landmarks:** Muir Woods National Monument is highlighted with a yellow star in the Marin County area.
- Scale and Orientation:** A scale bar at the bottom indicates distances in miles (0 to 5). A north arrow is located in the top left corner.



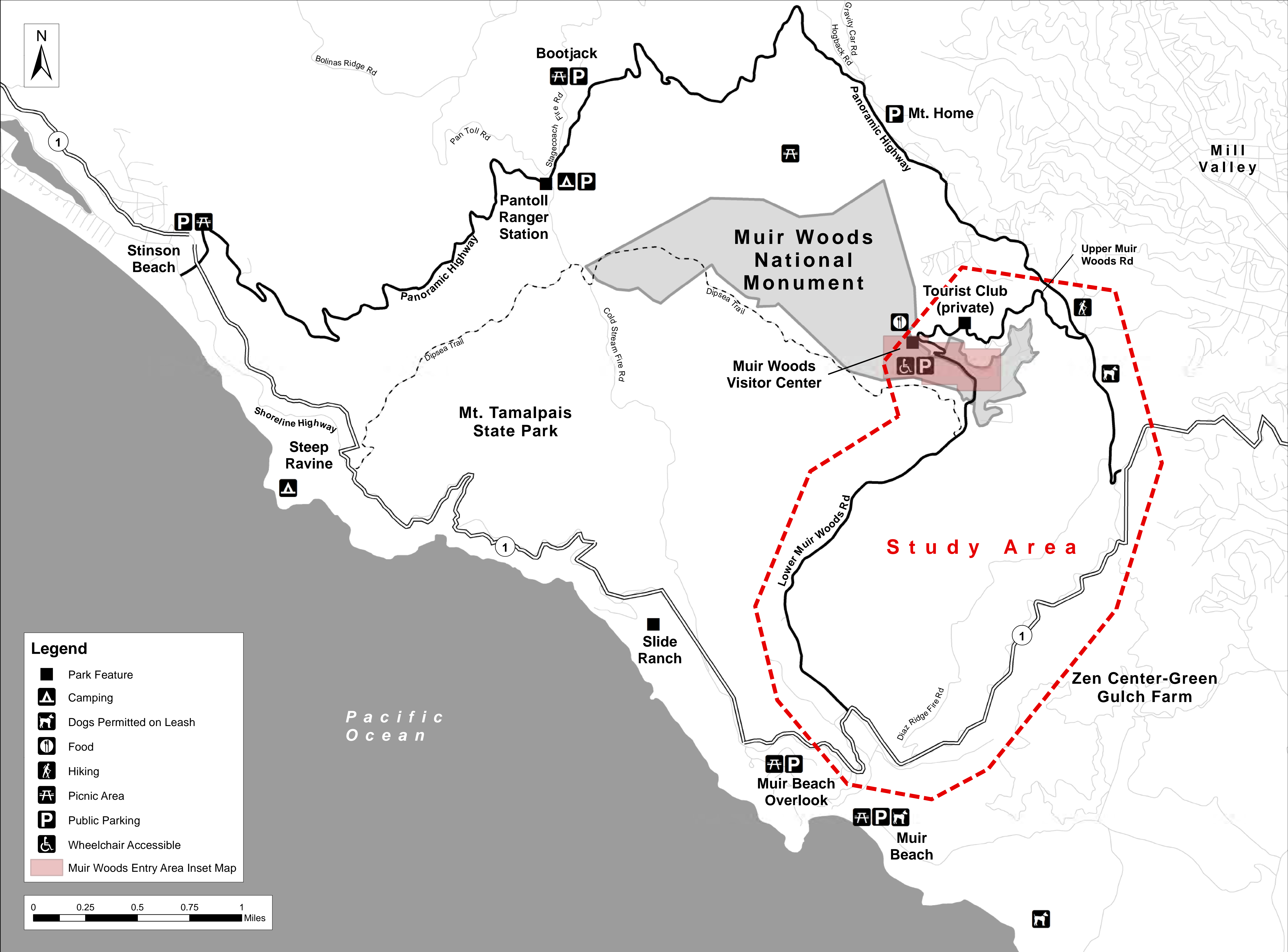
MUIR WOODS NATIONAL MONUMENT

VISITOR ACCESS PLANNING



Study Area

PROJECT STUDY AREA



MUIR WOODS ENTRY AREA - EXISTING CONDITIONS



MUIR WOODS NATIONAL MONUMENT VISITOR ACCESS PLANNING



Background

Muir Woods National Monument, adjacent areas of Mount Tamalpais State Park and nearby areas in Marin County experience substantial traffic and parking congestion. The congestion, combined with gaps in the park's trail and pedestrian circulation systems, routinely result in visitors parking on the unimproved shoulder of Muir Woods Road and walking up to one mile on the narrow busy road to the entry plaza. These conditions impact safety and visitor experience at the entry area to Muir Woods and in the immediate vicinity. Muir Woods also has aging and undersized visitor support facilities, such as parking lots, restrooms, and trails near the entrance that need to be upgraded.

NO AVAILABLE PARKING IN LOTS.

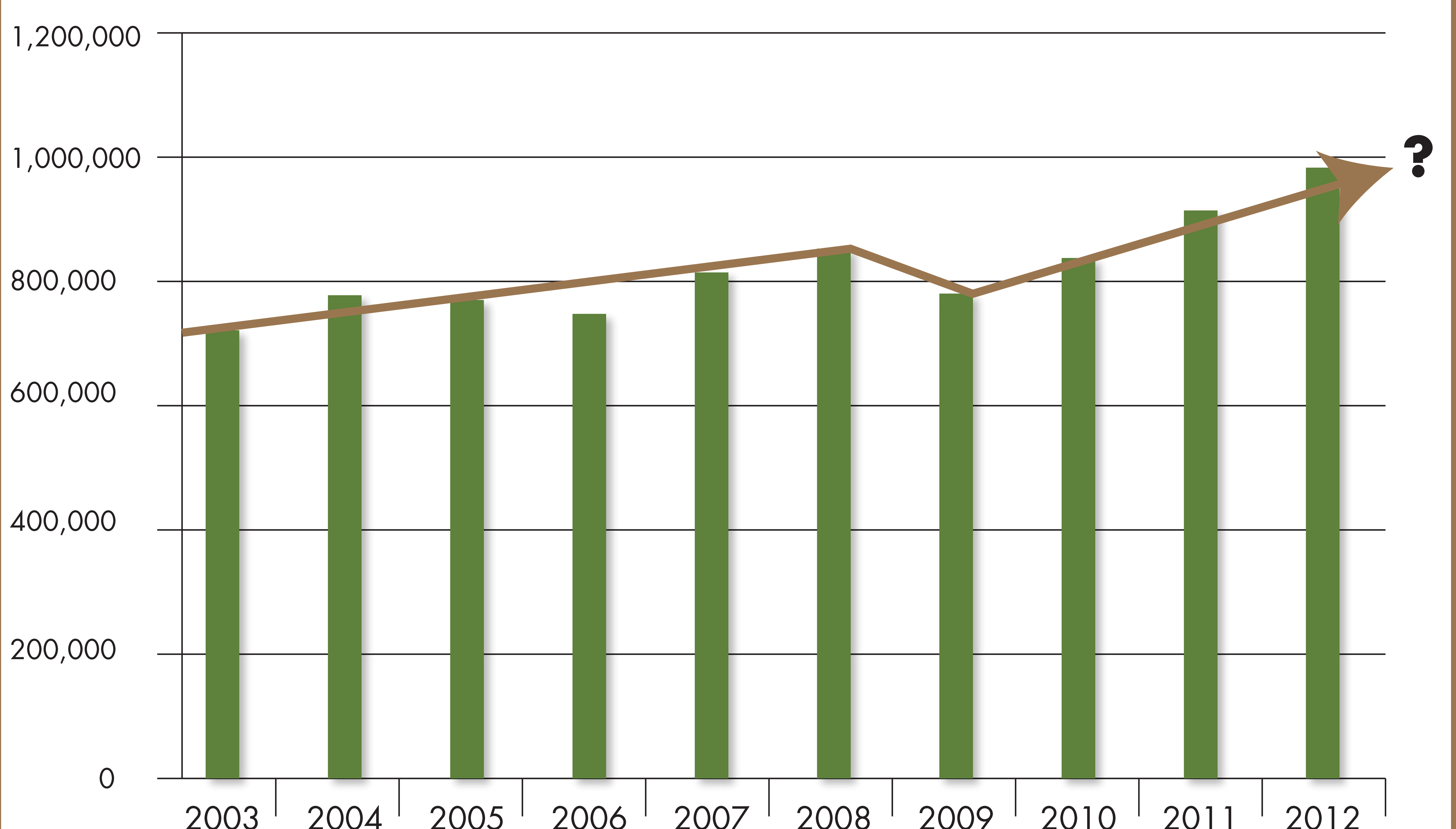


ROADSIDE PARKING PRESENTS A HAZARD FOR PEDESTRIANS AND VEHICLES.



Annual visitation has been increasing at Muir Woods. Over a quarter of all visitation occurs in July and August. Muir Woods has experienced record daily visitation in 2013. During the summer visitation peak in 2013, there was one day with over 6,000 visitors, which is the highest daily visitation ever experienced at Muir Woods.

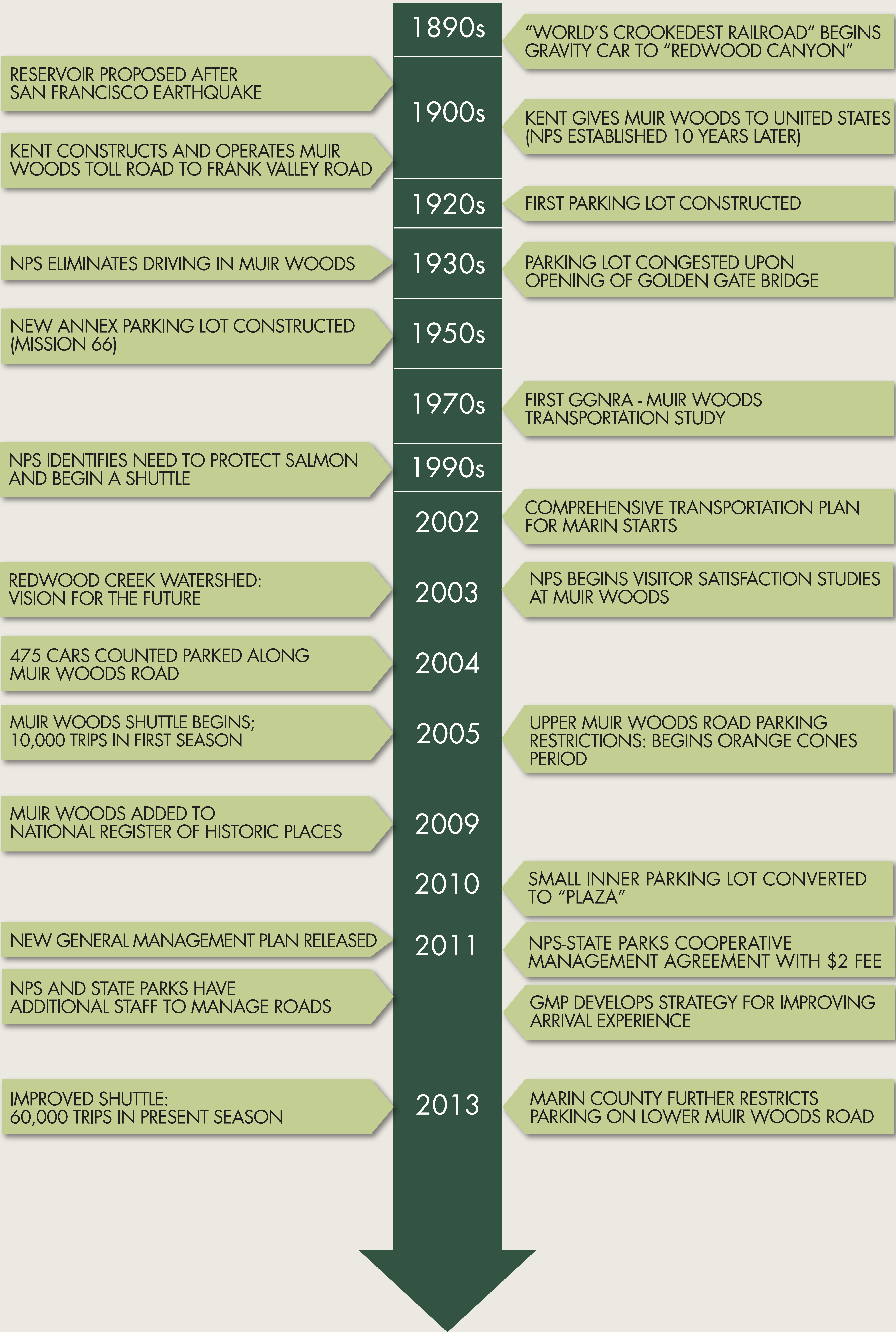
ANNUAL VISITATION AT MUIR WOODS





Past Efforts

Transportation and access planning at Muir Woods does not have an easy solution. A multi-faceted approach will be needed. Planning efforts of the past century have shaped Muir Woods National Monument and how people access the site.





Purpose & Need

PURPOSE

The purpose of this action is to better manage visitor demand and transportation services in order to improve visitor experience and safety, improve existing facilities, and reduce on-going impacts to natural and cultural resources from the existing transportation system.

The NPS action is in support of park goals identified in the new general management plan and would integrate NPS objectives with the interests of Marin County, Mount Tamalpais State Park, and the communities that neighbor Muir Woods.

NEED

The project is needed to address serious long-standing problems with traffic, safety, park resources, and visitor experience caused by growing visitor demand. The resulting conditions do not meet park goals outlined in the GMP and watershed management plan for much of the year.

VISITOR USE AND ACCESS: The experience of most visitors to Muir Woods is diminished by traffic conditions, unmanaged parking at the woods, gaps in the surrounding trail system that do not connect parking to the entry plaza, and aging and inadequate facilities in the entrance area.

TRAFFIC AND SAFETY: Traffic and safety problems include a congested entry experience on Upper and Lower Muir Woods Road and in the monument's tight parking lots where cars, buses, bicyclists, and pedestrians mix. This congestion contributes to back-ups on the surrounding roadway network in various areas, such as Shoreline Highway at Tamalpais Junction.

PARK RESOURCES: Shoulder parking, traffic congestion, and lack of designated pedestrian pathways are causing degradation of the natural resources and habitat in the Redwood Creek watershed. Several threatened and endangered species occur in this watershed, including coho salmon, steelhead trout, and northern spotted owl. Road shoulder parking and off-road/off-trail pedestrian travel also has the potential to impact cultural resources found at Muir Woods.

PARK FACILITIES AND INFRASTRUCTURE: The existing entrance area includes aging, incomplete, and undersized infrastructure. Most facilities date to the 1960s, are at the end of their useful life, and no longer meet the needs of visitors.



Objectives

Project objectives are “what must be achieved to a large degree for the action to be considered a success” (NPS 2001). All alternatives developed and selected for detailed analysis must meet project objectives to a large degree and resolve the purpose of and need for action. The following are the project objectives:

VISITOR USE &
ACCESS

- Provide a designated pedestrian corridor from all private vehicle parking areas to the entry plaza.
- Enhance visitor orientation from parking and shuttle unloading areas.
- Improve the entry experience for visitors by reducing crowding and congestion, and providing high quality services and facilities.
- Coordinate with visitors, commercial service providers, and local communities to share information about improvements as they are implemented.

TRAFFIC &
SAFETY

- Better manage vehicular access to Muir Woods, including car, shuttle, bicycle, and tour bus circulation and parking.
- Reconfigure car parking and capacity, where feasible, to continue to meet demand during off-peak periods.
- Facilitate access to the monument by public transit by providing shuttle loading and unloading areas with sufficient capacity to meet managed peak shuttle and commercial tour demand.
- Continue to provide access for park operations and staff, as well as access for emergency vehicles.

Photo credit: NPS

PARK
RESOURCES

- Minimize and avoid impacts to park resources due to roadside parking and lack of pedestrian trails.
- Reduce erosion and sediment runoff from roadside parking areas.
- Design potential improvements in a manner that allows for and encourages future restoration or enhancement projects for park resources in the watershed.
- Preserve contributing historic structures, landscape features and archaeological sites

PARK FACILITIES
&
INFRASTRUCTURE

- Expand and/or upgrade restroom facilities to accommodate the reconfigured arrival experience and managed visitor demand.
- Enhance the plaza to better welcome and orient visitors.
- Incorporate energy conservation measures.

Photo credit: NPS



Plan Organization

As demonstrated by the long history of transportation planning at Muir Woods, solving the issues related to visitor access will require a multifaceted solution to address longstanding challenges faced by visitors. Two potential solutions are being explored:

- 1 a parking reservation and shuttle system
- 2 transportation and site access improvements

These separate projects differ in their planning and implementation schedules and potential environmental impacts.

PARKING RESERVATION & SHUTTLE SYSTEM

The parking reservation and shuttle system would be a long-term measure to allow the park to work with visitors in advance of their arrival to reduce congestion. Implementation of the reservation system would use existing park and county infrastructure with no proposed construction.

TRANSPORTATION & SITE ACCESS IMPROVEMENTS

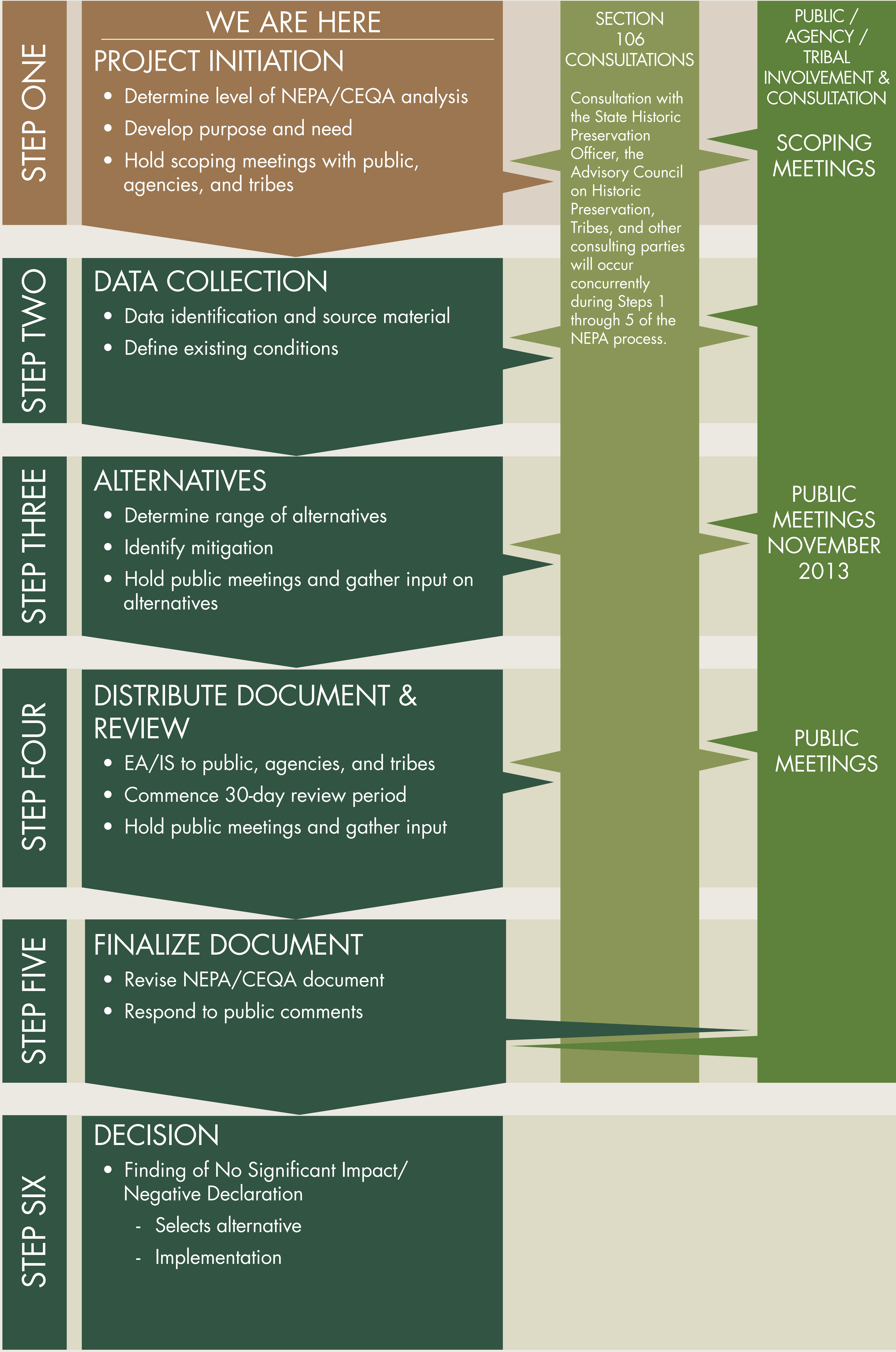
Transportation and site access improvements would include physical changes to the entrance areas at Muir Woods and nearby Mount Tamalpais State Park such as replacement of facilities, improvement to trails and pedestrian paths, and the potential for limited new construction of parking areas and other facilities.





NEPA, CEQA, & Section 106 Process

The pathway for National Environmental Policy Act (NEPA) California Environmental Quality Act (CEQA) compliance for the two projects has not been determined at this time. Nevertheless, the scoping period is intended to initiate NEPA/CEQA compliance, as well as compliance with Section 106 of the National Historic Preservation Act.





How To Comment

There are several ways to provide input during the planning process

HOW TO COMMENT TONIGHT:

Complete the comment form and leave it with us before you go or return it to us by mail (comment form is pre-addressed and postage is prepaid).

HOW TO COMMENT THROUGHOUT THE PUBLIC SCOPING PERIOD:

Submit comments electronically at:

For Parking Reservation and Shuttle System:

http://parkplanning.nps.gov/muwo_parking

For Transportation and Access Site Improvements:

http://parkplanning.nps.gov/muwo_access

Submit written comments by mail to the following central address for this project:

National Park Service
Golden Gate National Recreation Area
Attn: Muir Woods Transportation Projects
Building 201, Fort Mason
San Francisco, CA 94123

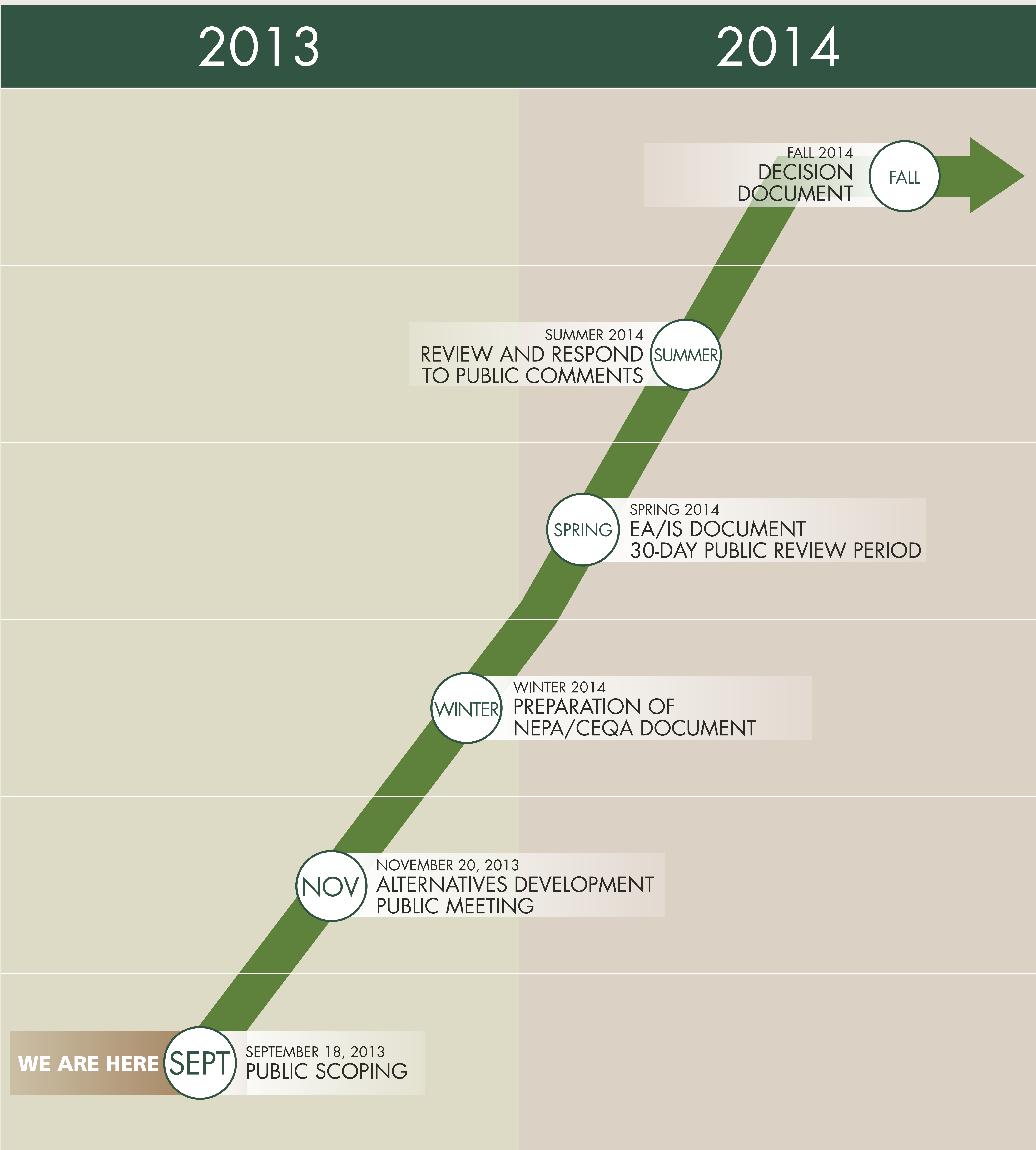
PLEASE SUBMIT COMMENTS BY
OCTOBER 4, 2013

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General Project Timeline

WORKING UP TO A SOLUTION





Potential Impact Topics



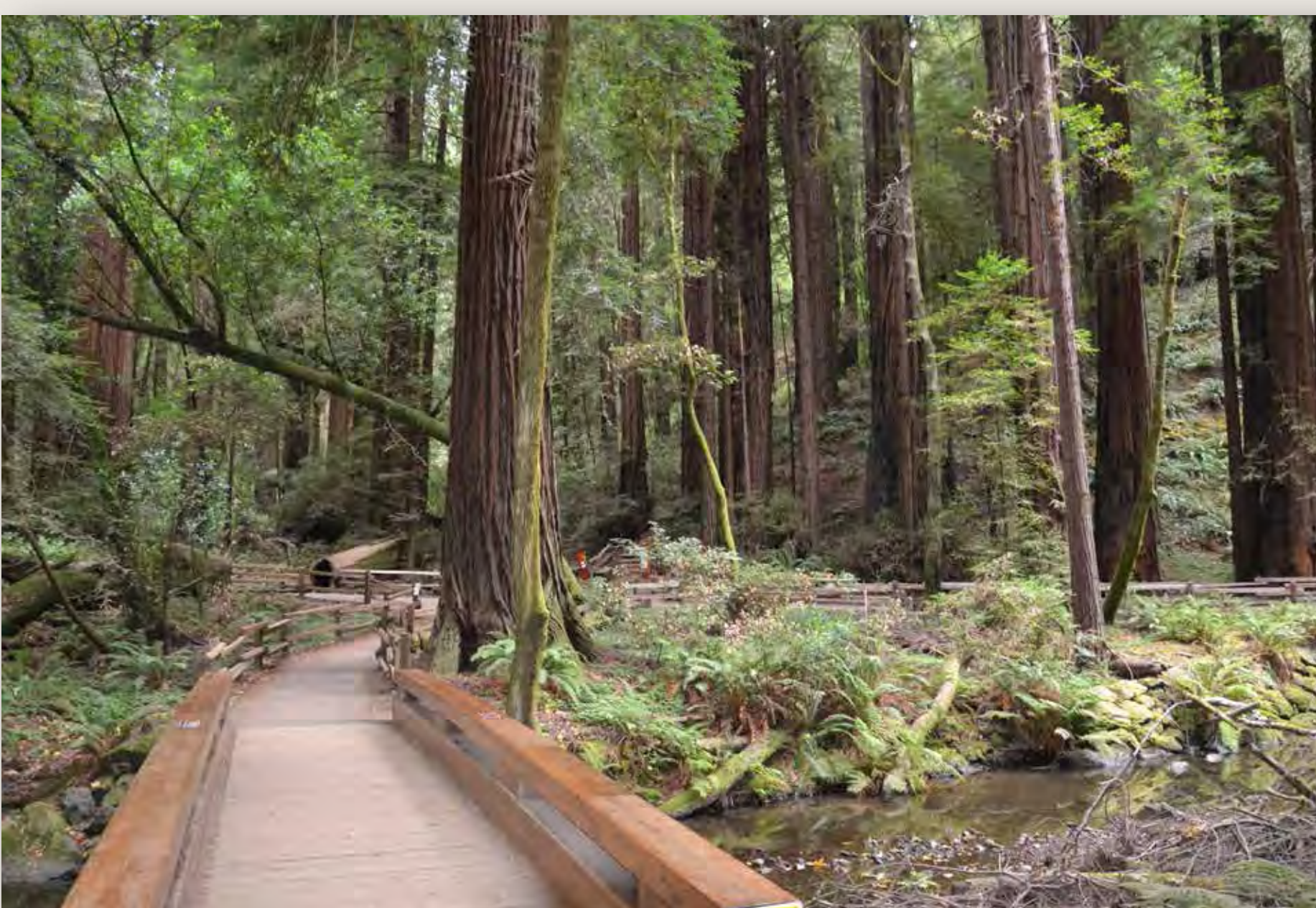
NATURAL RESOURCES

- Habitat (vegetation and wildlife)
- Soils and geology
- Water resources
- Special status species: federal and state
- Floodplains and wetlands
- Climate change and adaptation
- Air quality



HUMAN ENVIRONMENT

- Visitor use and experience
- Transportation
- Human health and safety
- Soundscapes
- Conformity with local land use plans
- Park operations and management



CULTURAL RESOURCES

- Archeology
- Historic structures
- Cultural landscapes

Are there any other impact topics you'd like to see?

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Elements of a Possible Solution

THE NPS IS SEEKING INPUT ON HOW TO IMPLEMENT IMPROVEMENTS TO THE TRANSPORTATION AND ACCESS INFRASTRUCTURE AT MUIR WOODS. THIS MEANS LOOKING AT ALL OF THE EXISTING PIECES OF THE ENTRY AREA AND SURROUNDING ROAD NETWORK AS PART OF ONE BIGGER PUZZLE. POSSIBLE SOLUTIONS TO ACCESS IMPROVEMENTS AT MUIR WOODS COULD INCLUDE REVISITING HOW THE NPS USES:

- PANORAMIC HIGHWAY – COULD A PARKING LOT BE BUILT FOR THE NPS SHUTTLE TO OPERATE FROM?
- EXISTING MUIR WOODS PARKING LOTS – REORGANIZATION OR EXPANSION OF EXISTING LOTS TO IMPROVE PEDESTRIAN AND VEHICLE CIRCULATION?
- CONVERSION OF EXISTING OPERATIONAL AREAS OF MUIR WOODS FOR ADDITIONAL PARKING?
- EXTENSION OF REDWOOD CREEK TRAIL FROM DEER PARK FIRE ROAD TO ENTRANCE TO THE MONUMENT?
- ADDITIONAL PLAZA IMPROVEMENTS, INCLUDING A NEW RESTROOM AND REVEGETATION?
- IMPROVED DIPSEA TRAIL CONNECTION?
- CHANGES IN THE WAY MUIR WOODS ROAD IS CURRENTLY USED AND MANAGED?

WHAT DO YOU THINK? ARE THERE ANY ADDITIONAL OPTIONS YOU WOULD LIKE TO SEE CONSIDERED?

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Reservation System Banner #2 (NPS Input)

Reservation System
Banner #2 (NPS Input)

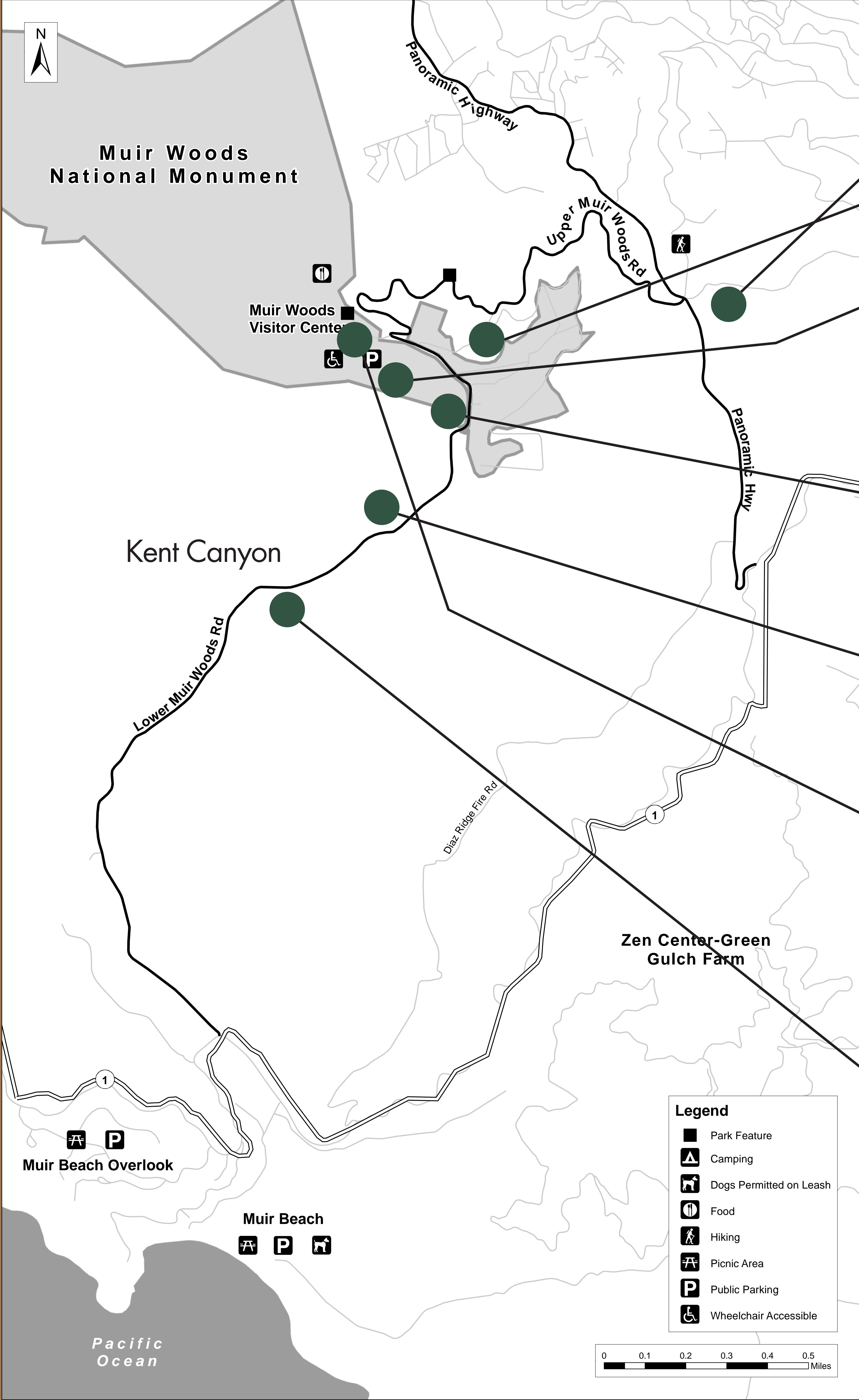
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Elements of a Possible Solution

The NPS is seeking input to improve transportation and access infrastructure at Muir Woods. Possible solutions to access improvements at Muir Woods could include:

STUDY AREA MAP



Panoramic Highway – Could a parking lot be built for the NPS shuttle operations?

Improved Dipsea Trail connection?

Existing Muir Woods Parking Lots – Reorganization or expansion of existing lots to improve vehicle and pedestrian circulation?

Convert existing operational areas of Muir Woods for additional visitor parking?

Extend Redwood Creek Trail from Deer Park Fire Road to entrance to the Monument?

Additional plaza improvements, including a new restroom and revegetation?

Changes in the way Muir Woods Road is currently used and managed?

ARE THERE ANY ADDITIONAL
OPTIONS TO BE
CONSIDERED?