

From: [Amy Meyer](#)
To: [Frank Dean](#)
Cc: [Neal Desai](#)
Subject: Re: One More Citizen Against the GGNRA General Management Plan
Date: Tuesday, June 17, 2014 9:33:04 PM

Frank

I am in Acadia until until Sat

Depending how Wed nite goes, would you consider a public hearing in SF which could bring out a. broader group of park/NPS supporters?

Amy

On Jun 17, 2014, at 2:01 PM, Frank Dean <frank_dean@nps.gov> wrote:

FYI

Frank Dean
General Superintendent
Golden Gate National Recreation Area
201 Fort Mason
San Francisco, CA 94123
(415) 561-4720

Begin forwarded message:

From: John Wallace <jrwallacelaw@gmail.com>
Date: June 17, 2014 10:06:47 AM PDT
To: <frank_dean@nps.gov>, <lwalsh@cityofmillvalley.org>, <Jenny.Callaway@mail.house.gov>, <Joan.Lubamersky@asm.ca.gov>, <skinsey@marincounty.org>, <ksears@marincounty.org>
Cc: <kristinshannon@gmail.com>, 'Sharon Rushton' <sharongrushton@gmail.com>, <Pfeiferlj@hotmail.com>, 'Nels Johnson' <ij.civiccenter@gmail.com>
Subject: One More Citizen Against the GGNRA General Management Plan

Attached is a copy of a letter published on the Sierra Club website, Ms. Shannon their contact person can verify this if there is any question, dated 06/10/14 and addressed to Mr. Dean. Rather than attempt to reiterate its contents, I would ask that you simply pay heed to them and add my name in the record as a citizen who endorses them wholeheartedly.

Similarly, and although overlapping in some areas with comments I sent to you below and which are contained in the Sierra Club letter, I nevertheless ask that you also please note for the record that I endorse those observations set forth in the attached 06/14/14 letter to Supervisors Sears and Kinsey from Ms. Rushton on behalf of Sustainable TamAlmonte. As you can see from my address below, I live within blocks of the congested area described therein, otherwise

affectionately known as Tam Junction, and can personally testify that the pictures in the attached letter understate the extent of the congestion that coagulates on a moderately busy day and cannot possibly reflect the mess that takes place on a busy day, like those of the recent Memorial Day weekend for example.

You need also consider, as you ponder your master plan and as I wrote below, that the two-lane road that goes from Tam Junction to the Pacific Ocean, [Google maps puts the trek to Stinson Beach at 12.0 miles, roughly 31 minutes by way of Panoramic HWY] when it is full of cars, vans, cyclists, etc., due to the back-ups that occur, has virtually no room for emergency vehicles. Thus I listened with concern over the recent weekend as I heard sirens attempting to go WB on HWY 1 from the Tam Valley Fire Station 3 blocks from my house getting nowhere fast in the traffic. As neighboring units were responding, same problem. In fact, the sirens were so prominent for so long [they of course turn them off when they arrive wherever it is that they are going] that locals were asking each other as to the nature of the calamity at hand on the Next Door commercial e-mail network. This I fear is a taste of what might be in store if you have a real, serious, multiple person tragedy [i.e.: car wreck, bike accident, fire, etc.] erupt at one of these peak moments.

Certainly this last issue has been with us for a while, it is not solely resulting from the changes you are contemplating, but it will be exacerbated by those changes depending upon what you now do and thus it is something that must be consider along with all of the other valid concerns expressed herein and on the attached.

Respectfully,

John Wallace, Esq.
307 Richardson Court
Mill Valley, CA 94941
415-519-7798
jrwallacelaw@gmail.com

From: John Wallace [mailto:jrwallacelaw@gmail.com]
Sent: Saturday, June 14, 2014 11:59 AM
To: frank_dean@nps.gov
Cc: PfeiferJ@hotmail.com; 'Sharon Rushton'; lwalsh@cityofmillvalley.org; Jenny.Callaway@mail.house.gov; Joan.Lubamersky@asm.ca.gov; skinsey@marincounty.org; ksears@marincounty.org
Subject: One More Citizen Against the GGNRA General Management Plan

To: National Park Service
Superintendent Frank Dean
EMAIL - frank_dean@nps.gov

In line with comments previously voiced at public hearings and in open letters to your service, please be advised that I join in the opposition to the plans currently under consideration regarding access to the Muir Woods area in Marin county.

Specifically, I join in adamantly requesting that:

1. There be an immediate halt the National Park Service plan until a trustworthy Independent Scientific Carrying Capacity Study of Muir Woods and the surrounding communities, including impacts on adjacent habitats and traffic, is completed.

2. Visitor Caps be established so as to not retain the status quo but to reduce the number of tourists allowed to visit Muir Woods, this through establishing hourly, daily, monthly, and yearly CAPs on visitation allowed until implementation of a reservation system occurs. Such CAPs should set levels of visitation that will be sustainable over time [i.e.: be based on findings from the Independent Scientific Carrying Capacity Study] and not based on the marketing studies promulgated by the National Park Service. Until the study can be completed, temporary CAPS, based on an annual CAP of 700,000 visitors, should be used.

3. A Muir Woods Shuttle System be established, using small shuttle buses rather than the double-decker and "Casino cruisers" currently utilized, to pick up and drop off Muir Woods' visitors at regional points of origin (E.g. San Francisco, East Bay, and North Bay) and not within the Tamalpais Area Community Plan area.

This demand had become particularly acute in the current calendar year as local traffic changes, previously anticipated but not yet in place, became active with the resulting impact on traffic causing delays previously unseen or experienced in Mill Valley. This has been the case even before the crush of summer traffic and after ongoing and repeated attempts to modify and adjust the system; such changes have been largely unsuccessful in addressing peak flow issues and, in simple terms, the nightmare remains. I believe it fair to say that even the local politicians who support the traffic upgrades which have caused the problems, will acknowledge that the number of vehicles exiting off Hwy 101 must be addressed or reduced with the public's safety hanging in the balance. A solution to this overall problem would undoubtedly be assisted by a Regional 'Point of Origin' Shuttle System to address visitor access to Muir Woods in a responsible manner while at the same time easing related parking and traffic issues.

4. The plan for a visitor center within the Manzanita/Tam Junction area near Hwy 101 and Hwy 1 be discarded. This is one of the most congested areas now and the proposed visitor center which would perforce increase the number of cars entering the Manzanita/Tam Junction area, only worsen an already intolerable

traffic situation.

As a resident of Mill Valley for the past 14 years, I believe that only someone completely unfamiliar with the current situation or otherwise out of touch with reality would not now understand and be aware of the unacceptable traffic conditions in Manzanita, Tam Junction and Hwy 1 route from HWY 101 to the Pacific Ocean areas. There is no feasible way of increasing the traffic flow by adding lanes of highway, it simply is what it is. Thus any plan to increase that traffic load is fraught with peril and misguided. Accordingly, to suggest that even an ancillary solution to the Muir Woods access issue is to add new parking lots such as the National Park Service is suggesting at Panoramic Drive, Santos Meadows or White Gate Ranch, or all of these sites, is just plain stupid. It would be like installing a gondola up Half Dome.

Having lived off HWY 1 at Chamberlain Court for 5 years, I personally know how the traffic, a fraction then of what it is now, affected safety and the quality of life in this residential community and it was not favorably. As to the environment, the local Marin IJ has published reports confirming how toxic storm water runoff from cars parking on Frank Valley Road is flowing into Redwood Creek, home to the endangered coho salmon and steelhead; this is only one small example of the adverse impact current levels of traffic are having on the environment. Such adverse impact will only be accelerated and exacerbated by the increased levels being considered and sought.

The National Park Service needs to enlist and partner with local law enforcement controls to manage traffic generated by Muir Woods to ensure public safety is protected and parking regulations are enforced near Muir Woods and along Hwy 1. The ingress and egress currently available in this area is so restricted, *supra.*, that a repeat in it during a summer rush, the height of fire season, of a catastrophe like the Marina Fire in 1989, the Berkeley Hills fire in 1991 or our own Mill Valley Fire in 1929 [which destroyed a large portion of the town], a grim reality in this drought plagued time but even in the best of times a factor to be considered, would leave responding services NO access to the inferno you would be facing.

No prudent approach can be envisioned without a new or at least a supplemental EIS for the GGNRA General Management Plan (GMP) that addresses the obvious, which the current plan does NOT, and properly analyzes the current GMP's significant adverse impact on the national asset you have been charged with the responsibility to preserve and protect. The existing EIS

does not do this, it does not protect the environment or the public's health and safety and it does not disclose the significant adverse impacts your GGNRA General Management Plan will occasion.

In closing, may I respectfully request that you pay heed to the public outcry against the GGNRA General Management Plan, vacate it and in its place enlist a coalition of the public groups whose interests are to open the county's resources to all, to devise a new plan that will do so but in a way that protects the interests of those most affected by such access in reasonable, prudent and cost-efficient ways. This will not only allow for the resource to be enjoyed by more both now and the future, but will do so in a way that will neither injure the environment nor those, human, animal, flora and fauna alike, who live in it.

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<Letter from Sustainable TamAlmonte to BOS re- NPS Muir Woods Access & GG....pdf>
<Muir Woods_Sierra Club to Sup Dean_061014.pdf>