Mariposa Transportation Center + Active Transportation Feasibility Study

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Executive Summary

WHAT IS THIS DOCUMENT?

Part report, part design book, this document expands upon the preliminary vision established in 2017 to make Mariposa a more connected and accessible place, with a focus on design concepts and implementation strategies. The following goals helped to guide the type of design recommendations included in this document:

- Improve mobility, connectivity, and access to transportation services and amenities through multi-modal parking facilities and active transportation (ex: biking, walking, skating) connections to be useful to the largest array of users.
- Benefit the local economy by developing feasible and effective transportation, circulation and parking solutions while maintaining the important historical character of the community that underpins the local economy.
- Provide easy access to information regarding available transportation services to visitors and mobility-impaired segments of the population through a comprehensive wayfinding program.
- Focus on feasible solutions for improved access to transit, parking availability, and pedestrian and bicycle access using Complete Streets and Safe Routes concepts and incorporating measures to ensure Americans with Disabilities Act (ADA) compliance.
- Establish a central transportation hub that streamlines transit in Mariposa, provides a positive first impression for visitors accessing the town via transit, and supports businesses in town.

This is Phase 2 of a 3 phase project.

Phase 1: 2017
Visioning + Preferred Alternatives

Phase 2: Current
Detailed Plan + Concept Development

Phase 3: Future
Design+ Engineering + Implementation

Background

This report further develops the initial concepts identified in the Mariposa Transportation Feasibility Study Phase 1 Preferred Plan, completed in March 2017. Additionally, this report introduces new concepts in response to needs that have arisen since the Phase 1 plan was adopted.

Phase 1 developed a vision for how Mariposa can become a regional transportation hub. In this vision, transit services such as YARTS (Yosemite Area Regional Transportation System) will be complemented by active transportation facilities, wayfinding elements, and improved parking facilities. This report provides specific strategies and proposes specific projects that will implement the vision established in Phase 1.

Vision from Phase 1:

“The historic town of Mariposa will become a rural scale transportation hub. Hub components will include flexible parking, transit options, active transportation choices and way-finding guides to facilitate the free flow of visitors and residents ensuring the economic vitality of the region (County) and anticipating future needs (while acknowledging regional demands).”

New Findings

Since the completion of the Phase 1 Preferred Plan new needs and situations have arisen that have informed the content and recommendations of this report:

- Location of current park and ride facility on Joe Howard Street is not sustainable due to unstable soil on portion of site.
- Chamber of Commerce is seeking different or additional space for offices, visitor’s center, and Made in Mariposa work space and retail space.
- Caltrans pedestrian safety improvements along the Main Street corridor.
- Economic Development Department has intent to pursue grant funding for street re-striping and parking redesign on side streets in the historic downtown.

The recommendations included in this document reflect these updates and build on current and future planning efforts.

Final Draft — August 2019

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Mariposa is the county seat of Mariposa County. It is located 37 miles from Merced, California and 32 miles from the El Portal Gate to Yosemite National Park. Primary connections are State Routes 49 and 140.
Approach: Focus Areas

Four overlapping areas of focus were identified within the larger project area to help organize the overall design approach and inform the eventual implementation of design solutions. These focus areas identify high-impact projects, implementable in the near term, that lay the foundation for future investments.

The Design Recommendations chapter in this document is organized into subchapters based on these four focus areas, so that as funding becomes available it will be clear which projects can be grouped together to most effectively implement the project Vision.

Main Street Corridor Focus Area

The Main Street corridor is the spine connecting everything. Prioritizing better pedestrian access on both sides of the street will enhance connectivity between in-town destinations and will improve the effectiveness of existing transit stops along Main Street. Proposed projects in this area will support access to the future transportation center site along Main Street and planned Caltrans crosswalk and ADA access improvements on Main Street in the Historic District. Projects could include ADA improvements, wayfinding and information signage, bus stop enhancements, clearer signage and marking for parking facilities, and crossing improvements to make Main Street an attractive place to be.

Mariposa Transportation Center Focus Area

Connections to nearby off-street parking lots and on-street parking areas should be improved to support visitor access to the Main Street corridor and the transportation hub site. Proposed projects in this focus area will implement side-street access improvements within direct vicinity of the transportation center to improve walkability around the site and to the Museum and History Center, Mariposa Creek Trail, and Historic District destinations.

Core Focus Area

Improved cross town connections can support access to additional parking resources and provide a larger active transportation network for residents and visitors. This focus area will build on the momentum to extend the Mariposa Creek Trail and create a local bicycle network loop using the Creek Trail and traffic calmed side-streets such as Jones Street.

Extended Focus Area

Mariposa provides a variety of key destinations that lie beyond the town core along the Main Street corridor or directly surrounding it. Further connections should be developed to other destinations such as Mariposa County High School, Stockton Creek trailhead, Old Highway North, John C. Fremont Hospital, and more. These destinations would be supported by the improvements in other focus areas but may not directly necessitate access to or from the transportation hub given the distance from the site and the mobility challenges presented by local topography. Recommendations from this focus area should be considered in a future Countywide Active Transportation Plan and may be good candidate for other types of grant opportunities.

**Why “Main Street?”**

Mariposa is anchored by California State Route 140 and California State Route 49, also known as the “Golden Chain Highway.” Most Mariposans refer to the section of the highway between 4th and Jones as “Main Street” and this document uses the same nomenclature.
Summary of Public Process

Before design work began, meetings with community members, stakeholders, and agency representatives were held to help clarify the community's goals and identify assets and opportunities that would influence the design solutions contained in this document.

Work completed in this phase was guided by the Mariposa Transportation Center Citizen’s Advisory Committee (CAC), which provided institutional knowledge and continuity from the 2017 process.

Work began with a CAC-led walking tour of the core project area on July 23, 2018.

Additional focus group meetings with key stakeholders including the Transportation Center Citizen’s Advisory Committee, the Mariposa Planning Department, Caltrans, YARTS, the Creative Placemaking Advisory Committee, Mariposa County Human Services Department, the Yosemite Conservancy, the National Parks Service, the Sierra Foothill Conservancy, the Mariposa County Sheriff’s Department, and various members of the Mariposa County Board of Supervisors.

The design team returned to Mariposa on October 29, 2018 to review initial themes and alternatives with the CAC and hold additional focus group meetings. A public open house was held at The Grove House to share initial design concepts with the broader community.

The CAC reviewed the administrative draft document in March 2019.
Existing Conditions: Destinations in Mariposa

The community of Mariposa is characterized by its gridded street network, set in a valley between two parallel ridges. Highways 99 and 140 form a spine that roughly follows Mariposa Creek as it flows north-to-south through the community.

The map below shows important places within Mariposa, representing different types of destinations that appeal to specific user groups. Parks and civic spaces are overlaid in green, and are considered as destinations in their own right for the purpose of this report. These destinations informed the circulation and connectivity recommendations included later in this document.

Legend
- Civic Buildings/Services
- Visitor Destination
- Natural Resources/Open Space
- Mobility Resources
- Local Destinations

1. Transportation Center Site, 5091 CA-140. Location of the future Mariposa Transportation Center with services for commuters and visitors.
2. Historic Downtown Main Street. Walkable Main Street environment with historic buildings and a mix of local and visitor-serving businesses.
3. Mariposa County Courthouse, 5088 Bullion St. Location of the future Mariposa Transportation Center with services for commuters and visitors.
4. Mariposa County Elementary School, 5044 Old Hwy N. Serves all of Mariposa county.
5. Mariposa Creek Parkway. Linear park following the creek. A planned extension will help to link different parts of Mariposa.
6. Mariposa Creek Parkway. Linear park following the creek. A planned extension will help to link different parts of Mariposa.
7. Mariposa Museum + History Center, 5119 Jessie St. Popular visitor destination sharing the history of the region with exhibits and outdoor artifacts. Located adjacent to public parking lot with restrooms.
8. Madera Elementary School, 5022 Old Hwy N. Serves all of Mariposa county.
9. Pioneer Market, 5034 Coakley Cir. Primary grocery store for Mariposa residents. Also a popular stop for visitors to stock up provisions before continuing to Yosemite National Park.
10. Visitor’s Center + Chamber of Commerce, 5109 CA-140. One-stop-shop for visitor information about the region and the state. Address:.

11. Human Services Department, 5362 Lemoa Lane. Highway 40N provides access to other county services, but street design and distance generally requires a car to reach these services.
12. Fairgrounds/ Oakhurst and the Fresno Airport. Highway 495 provides access to county services.
13. Yosemite National Park. Highway 40N provides access to the park and El Portal. This is a popular route for visitors and commuters alike.
14. Mariposa Elementary School, 5044 Old Hwy N. Serves all of Mariposa county.
15. Mariposa County Courthouse, 5088 Bullion St.
16. County Park, 4998 County Park Road. Facilities include a pool, amphitheater, skate park, and tennis courts.
17. Arts Park, 5013 CA-140. Landscaped park to showcase local art and performing arts along Main Street.
18. Old Town Mariposa. Caltrans will upgrade existing crosswalks from 4th Street to 12th Street with decorative paving and in-road flashing lights to signal when a pedestrian is present.
19. Post Office, 5109 Jessie St.
20. Healthcare District, 5189 Hospital Rd.
21. Visitor Center + Chamber of Commerce, 5109 CA-140. One-stop-shop for visitor information about the region and the state. Address:.
Existing Conditions: Built Environment

The following diagrams illustrate some of the aspects of Mariposa’s built environment that were relevant in developing the design solutions contained within this document.

Frontage Conditions

Legend
- Consistent Frontage
- Inconsistent Frontage
- No Frontage/Parking Lot
- Transportation Center Site

Frontage Conditions
Mariposa has a broad range of frontage conditions. The way buildings address Main street contributes to the pedestrian experience. Areas where shopfronts and entrances line the sidewalk are more attractive for walking while areas with inconsistent frontage (i.e. parking lots) are less attractive.

Sidewalks

Legend
- Existing Sidewalks
- Proposed Sidewalks
- Existing Multiuse Trail
- Proposed Multiuse Trail
- Existing Crosswalks
- Existing Creek Crossing
- Transportation Center Site

Sidewalks
An incomplete network of sidewalks make it difficult or unappealing for pedestrians to access areas at opposite ends of Mariposa. Off-road trails such as Mariposa Creek Parkways supplement the sidewalk network by offering additional pedestrian connectivity.
The following diagrams illustrate some of the aspects of Mariposa’s built environment that were relevant in developing the design solutions contained within this document.

**Parks + Civic Spaces**

Most park space is located on the west side of Mariposa, anchored by Mariposa Creek. Civic Uses such as county offices, schools, and the post office are located throughout Mariposa, though many are located along Bullion Street on the east side.

**Commercial + Hotel**

Hotels in Mariposa are clustered around the south and north ends of the Main Street corridor. Clusters of hotels and commercial destinations provide opportunities to maximize connections to potential transit users.
The following diagrams illustrate some of the aspects of Mariposa’s built environment that were relevant in developing the design solutions contained within this document.

Parking + Transit
Mariposa has substantial parking capacity in existing facilities, however insufficient signage makes it difficult to locate the parking that is available. Most of Mariposa is within a 5 minute walk of a bus stop.
The projects outlined in this study will have benefits for people throughout Mariposa. Here are a few examples of how the recommendations might improve the lives of our community’s residents and visitors.

**Mariposa Residents that Live and Work in Town**

**SARA, SCOTT, + EMILY**

On a fall Sunday morning, Scott, Tara, and Emily might take the dogs on a walk from their house in town to pick up a cup of coffee, then swing by the park at the Transportation Center to spend the morning at the dog park and hang out in the hammock grove, or keep walking through the 11th Street Paseo to the future Mariposa Creek Parkway. They’ll be home in time for lunch.

**Mariposa Residents that Work Downtown**

**IRENE**

Irene works at the Government Services building, and loves to get a little exercise at her lunch break. Around noon, she and a co-worker will head out from the office on the trail through the Transportation Center, cross Highway 140 on the enhanced crosswalk, then head through the 11th Street Paseo to the Mariposa Creek Parkway. They’ll walk about 1.5 miles before picking up a sandwich at the Center’s cafe before lunch.

**Mariposa Residents that Work in Yosemite**

**JILL + MIKE**

Tuesday morning, Helen and Rick might walk from their house to the Transportation Center to hop on the YARTS to get to work in El Portal and Yosemite Valley—maybe they’ll pick up a breakfast burrito at the Center’s cafe while they wait for the bus? They’ll take the bus back at the end of the day, and on the way home, swing by their plot at the community garden in the park to see how the lettuces are coming in.

**Yosemite Visitors Riding the Bus**

**MATHIEU**

Mathieu flew into Oakland, where he took the Amtrak to Merced and then the YARTS to Yosemite Valley. The bus took a 20-minute break at the Transportation Center in Mariposa, so he stretched his legs with a stroll around the park, where he learned from the interpretive exhibits about the connection between the Sierra foothills and high country as habitat for native butterflies. Before the bus departs, he grabs a coffee at the cafe and is on his way to the park to go backpacking.

**Yosemite Visitors Driving to and Staying in Town**

**TIM + DEREK**

Tim and Derek drive from San Jose after work on Friday, and get to Mariposa in the evening. Saturday morning, they’ll leave the car at their vacation rental, and walk to the Transportation Center to take the YARTS into Yosemite Valley, picking up snacks for the day en route. After a few day hikes and some time on the river, they take the YARTS back to Mariposa, arriving in time to get dinner in town on their walk home.

**Mariposa Residents that Live Outside of Town**

**JIM + SHELLY**

Jim and Shelly love riding their bikes at the Stockton Creek Preserve, but don’t always like to ride into town from Catheys Valley. Instead, they’ll drive in with their bikes in the truck, park at the Transportation Center, then ride up Old Highway to the trails at the Preserve. After a morning on the bikes, they’ll cruise into town for lunch and a beer, then back to the Transportation Center for the drive home.
Design Principles
Vehicular and Transit Circulation

The majority of resident and visitors use a vehicle for some portion of their trip, whether personal car, truck, or transit. Proposed improvements focus on encouraging safer driver behavior, integrating transit improvements, and enhancing transit accessibility.

Specifically, these include:

**Encouraging safer driving**

Recommended projects include reducing speeds to 25 MPH from 30 mph and adding curb extensions outside of the Historic District. The curb extensions will be consistent with those planned for a Caltrans project along the Main Street corridor from the Historic District to the north end of Main Street (the intersection of Hwy 49 and 140) creating visual continuity throughout the town.

**Integrating transit improvements**

The proposed multi-modal transportation center at 11th and Main Street will create a new destination in Mariposa. To accommodate on-street transit pullouts adjacent to the transportation center site, it is proposed that the roadway along the Main Street corridor should be narrowed between 8th Street and 12th Street. The Main Street right-of-way between 8th and 12th street should be re-purposed to accommodate sidewalks and transit pullouts. This narrowing would retain dedicated left-turn lanes at the 12th Street and 8th Street intersections to maintain adequate traffic flow along the Main Street corridor.

**Transit Accessibility**

Recommended projects include the addition of transit amenities such as benches, shade, transit shelters, information kiosk, and trash receptacles for the YARTS transit facilities at Main Street/7th St. These improvements would help to support current transit riders, encourage new transit riders, and increase accessibility for users of all ages and abilities near the Historic District.

Active Transportation

Improving connectivity for people walking along and across Main Street is essential for increasing transit and business access. Pedestrian projects in the Main Street Corridor Improvement area focus on improving crossing opportunities, creating connections for people on foot or bike, and providing infiltration sidewalks.

**Safer street crossings**

Proposed intersection improvements include new ADA-accessible bi-directional curb ramps, marked pedestrian crossings, and user-actuated in-road flashing warning lights.

**Mariposa Creek Parkway connection**

A bicycle and pedestrian bridge adjacent to the 6th Street vehicular bridge would provide a connection on the north side of 6th Street to Main Street. Alternately, the existing 6th Street bridge could be re-striped to accommodate multi-modal traffic in a yield condition with an "advisory" bike lane/pedestrian zone. Either scenario will connect off-highway trail facilities and parking areas to Historic District businesses.

**Main St. sidewalks**

Sidewalks are recommended throughout the entirety of the corridor between the Highway 49/Highway 140 intersection at the north end of town to 3rd Street at the southern end. Recommended sidewalk installations from 8th Street to 11th Street should include the addition of on-street bus pullout zones and highlight a new transfer zone crossing on the south side of the 10th Street intersection adjacent to the transportation center site.

**Downtown Main St. Pathway Crossing.**

Install a pathway connection from Bullion Street to Mariposa Creek Parkways on the south side of 6th St with a new bicycle/pedestrian adjacent to the vehicle bridge.

Circulation Principles
Network Visions by Mode of Travel

The following diagrams illustrate the overall network visions for pedestrian, bicycle, and vehicular travel. These maps show routes where different modes of travel should be prioritized based on the destinations identified by the community. Detailed recommendations are included later in this chapter.

Pedestrian Network Vision

Vehicular Circulation Network Vision

Bicycle Network Vision
Wayfinding Principles

An effective wayfinding system is an integral part of this effort providing strategies to:

• Orient visitors along the Main Street corridor and side streets
• Navigate them to key services like parking, the historic district, the Mariposa Creek Parkway, the Transportation Center, and civic district
• Connect them to the town’s other notable destinations and services
• Improve their experience by making it easy to get around, convenient to park, walk, and explore.

The wayfinding system and associated improvements to improve pedestrian safety and universal access along the Main Street corridor will also benefit residents by making it easier to for everyone to get around Mariposa.

The basic process of wayfinding involves four steps. A wayfinding system must be based on the following questions a visitor or resident would ask oneself.

1. **Orientation**
   - Determining one’s location relative to nearby objects or landmarks and the destination

2. **Information and Decision-making**
   - Choosing a route to get to the destination

3. **Navigation and Decision Points**
   - Monitoring the chosen route to confirm that it is leading to the destination

4. **Confirmation**
   - When the destination is recognized

How do I orient myself in this place? What are the landmarks?

Where can I go and what can I see? What services and destinations are available? Where are the districts and nodes? Where can I find more information?

How do I get there? What is the proper path?

Is this the right direction? How do I know I’m headed in the right direction?

Wayfinding User Groups

Wayfinding for Drivers (Visitors and Locals)

Driver-oriented wayfinding serves to provide drivers with information about preferred routes to destination and parking availability. It is important to note that while many people navigate through their mobile devices, signs remain important. Often, drivers use signage to confirm or compensate for digital wayfinding tools, which may be limited by poor cell reception or the tendency to showcase select destinations.

Driver-oriented wayfinding comes in many forms, including:

• Destination signs;
• Directional signs;
• Confirmation signs.

Navigational Needs

• Services and amenities (what amenities/services are available?)
• Parking, restrooms, place to rest, shopping, places of interests, transit linkages;
• Destinations;
• Parking to access services;
• Orientation (landmarks or key nodes) and sense of scale (where am I?);
• Navigation to destinations (how do I get there?),
• Where can I find more information?

Wayfinding Needs

• Well-placed signs that provide information, facilitate entry and access, located at entries and key decision points;
• Cohesively designed, easy to notice and quickly understandable.

User and Community Benefits

• Enhanced access to good and services, promotes economic activity.

Wayfinding for Pedestrians (Visitors and Locals)

Pedestrian-oriented wayfinding comes in many forms, including:

• Signage/branding assemblies, potentially with integrated lighting, along pedestrian travelway, at crossings, in information panels, and at other key areas;
• Directional signs, which include destination names, arrows, with walking time/distance information for pedestrians;
• Turn signs and confirmation signs in-between destinations, which provide feature destination names and arrows only;
• Enhanced transit stop signs and information;
• In-ground wayfinding elements (e.g. mile markers, inlays, painted medallions).

Navigational Needs

• Orientation (landmarks or key nodes) and sense of scale (what’s easily accessible on foot);
• Destinations;
• Navigation to destinations;
• Connections to/from parking;
• Connections with transit;
• Safe roadway crossings;
• Connections with trails and established walking routes.

Wayfinding Needs

• Visually interesting signs that provide branding value along with wayfinding information;
• Signs that support modes transfers and connections (e.g. driver > pedestrian, pedestrian > transit);
• Signs that link and facilitate connections to a wider variety of destinations than for drivers;
• Signs that reduce perceived distance between destinations.

User and Community Benefits

• Enhanced access to good and services, promotes economic activity, facilitates ease of walking.

Shared Needs and Core Principles

Intuitive

The system addresses the first three stages of wayfinding (described above: orientation, route decision/navigation, route monitoring). It is easy to follow.

Progressive

The system makes sense by meeting the user’s needs for information at each location and sequence of the journey. The system provides the right amount of information at each point in the sequence.

Legible and Simple

Clear, easy to use, and understandable by a wide audience. Uses minimal signs, strives to avoid clutter and confusion.

Flexible

The system responds to local conditions, to each mode, and reinforces people’s mental maps.
Approaches to Wayfinding

Wayfinding as a System

An effective wayfinding system for both drivers and pedestrians is essential for visitors to Mariposa and Yosemite National Park while improving the local experience for people who live and work in Mariposa. The goals of the wayfinding system in the Main Street Corridor Improvement area include:

- Orienting visitors to destinations along Main Street and side streets (e.g., the Historic District, Mariposa Creek Parkway);
- Helping people find key services like parking, the Transportation Center, and government center;
- Increasing the ease of getting around, and making it convenient to park, walk, and explore.

The wayfinding system elements that follow work as a system to connect the project areas. Because the Main Street corridor extends throughout the entire town, the entire system is described here. In other areas, only elements applicable to the specific area will be highlighted.

Driver-Oriented Wayfinding

Driver-oriented wayfinding in the Main Street corridor should include the following:

- Information panels/maps at two to three key locations to:
  - Provide information about what’s available, plus orientation;
  - Identify districts (for orientation and navigation);
  - Provide sense of scale, distance, travel time information;
  - Highlight major destinations and linkages (transit, parking, etc.);

- Directional signs, which include destination names, arrows, with walking time/distance info for pedestrians;

- Turn signs and confirmation signs in-between destinations, which provide feature destination names and arrows only;

- Enhanced transit stops signs and information (as noted in the Vehicular and Transit Circulation section for the Main Street corridor);

- Informational and directional signs for a proposed “parking loop,” providing information about accessible parking, lot sizes, etc.;

- Street signs (existing and or modified to align with wayfinding).

Creative pedestrian-scale wayfinding signage in (Clockwise from top left) Banff, Canada (Photo: Banff Sign Co.), Buffalo, NY Industrial Heritage Trail (Photo: Alto Aluminum), proposed for Denver, CO (Photo: Alta Planning + Design), and Littleton, CO (Photo: Denver Post).

Driver-oriented wayfinding in Banff, Canada provides general information that is legible from behind a windshield. Photo: Three Dimensional Services Inc.
Location of Proposed Wayfinding Elements
All residents and visitors interact with the project area, regardless of their age or ability. Therefore, it is essential that all the projects described in previous sections (vehicular and transit circulation, active transportation, parking, and wayfinding) meet accessibility standards that are legally required by the Americans with Disabilities Act (ADA) as well as made in good faith to meet universal design standards. For the project area, the following ADA and accessibility factors should be integrated into projects:

**Vehicular and Transit Circulation**
For people with disabilities, transit is often the easiest and preferred way to get around and explore new areas. All transit improvements need to be designed with accessibility in mind, including adapting signage for people with reduced vision, ensuring there are places to safely sit or rest at transit areas, and physically having the space needed for individuals in mobility devices to navigate.

**Active Transportation**
Sidewalks should be at least 5’ wide and wherever feasible should incorporate a buffer from the roadway, such as a landscape planter or street tree wells. If needed due to constraints, sidewalks may be reduced to 4’. Curb ramps should be available and up to ADA standards (proper slope and tactile warnings) at all marked or unmarked roadway crossings. At marked crossings, ramps must align with crossing markings. Waiting areas should have adequate room to a person in a mobility device to wait without blocking the pedestrian throughway.

Off-street paths should be evaluated for cracks and/or lifts in the pavement that could challenge those with physical limitations.

The user actuated in-road flashing warning crossings should be equipped with auditory and visual ADA components with push buttons placed within required accessible distances.

**Parking**
While on-street disabled parking is not required by ADA, it is recommended that each block has at least one designated ADA space. This space should be at the “back” of the block, which allow those with lift vans the ability to exit from the rear of a vehicle and be near a curb ramp. For off-street lots, there should be, at minimum, one accessible parking space for every 25 parking spaces up to 100 spaces, and one additional space for every 50 up to 200 spaces. All lots with 1-200 spaces must have at least one van accessible parking space. It is recommended that these requirements should be exceeded at lots near high-use destinations and transit to better accommodate more users with disabilities. All lots should clearly mark disabled spaces and locate these spaces near exit/entry points.

**Wayfinding**
Wayfinding is a (mostly) visual way of navigating through a space. As such, alternative options should be available for individuals with low-vision. These options could include tactile maps, apps, or websites that users can learn about at a visitor center or online. Lastly, placement of wayfinding should consider accessibility, and not fall within the required 4’ sidewalk through zone or be under 80”. If the sign does fall under 80”, it should not extend more than 4” past the mounting pole in order to be detected by people using canes for guidance.
Design Recommendations and Catalyst Projects

The following chapter includes specific design recommendations for the project area that are meant to help realize the vision and goals outlined in the Introduction chapter of this document.

The Design Recommendations chapter is divided into sections corresponding to each of the four focus areas identified in the Introduction chapter of this document. At the conclusion of each section is a table that includes a summary of the individual projects proposed for that focus area. A complete table with additional details for each project is included in the Appendix at the end of this document.

### PROJECT PRIORITY AND CATALYST PROJECTS

The focus areas identified in Chapter 1 are meant to capture differences in built-form character, and also provide a framework for prioritizing the projects included in the Design Recommendations chapter. As the center of activity, proposed projects in the Main Street corridor focus area will help to set the foundation for projects proposed in the Transportation Center focus area, just as those projects will help to set up for success those projects proposed for the Core focus area.

Within each focus area section, certain projects have been identified as catalyst projects. These projects are important, high-priority initiatives that can help to make other projects proposed in this document more feasible by providing infrastructure and connectivity elements upon which other project can build. Additionally, these projects have been identified as opportunities to make early, impactful change for residents and visitors in Mariposa as financing and planning for other proposed projects are underway.

Catalyst projects, which are detailed further in the following chapter, include:

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<td>Mariposa Creek Parkway Extension – Joe Howard St.</td>
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### 11th Street Paseo

An improved, ADA-compliant pedestrian paseo connecting Main Street to Jessie Street via the existing 11th Street right-of-way will help to strengthen connections between existing points of community activity at the Post Office and Pioneer Market, and the future Mariposa Transportation Center at the corner of 11th Street and Main Street.

### Transportation Center Park

Improved sidewalks and new pathways, picnic facilities, and other community amenities can begin to transform the currently unused Transportation Center site into an active community anchor in anticipation of new transportation facilities that will reinforce the site as a community focal point.

### Transit Supportive On-Street Parking

Increased parking capacity within walking distance to County offices and the historic downtown area can provide parking relief prior to the completion of the Transportation Center facility.

### Mariposa Creek Parkway Extension – Stroming Rd. to Joe Howard St.

Mariposa Creek Parkway provides a secondary northeast-to-southwest alternative to Main Street for pedestrians and cyclists moving through town. By extending the Parkway to Joe Howard St., it becomes possible to connect both ends of Mariposa and to establish pedestrian/cyclist loops through town.

### Mariposa Creek Parkway Extension – Joe Howard St. to Idle Wheels

Extending Mariposa Creek Parkway to the Idle Wheels community provides a better connection for cyclists and pedestrians between services and amenities in the Mariposa town area, and the John C. Fremont Hospital and the Mariposa County Human Services Department.
Design Recommendations
Main Street Corridor

Main Street is the heart of activity in the community. Nearly all residents and visitors use Main Street to access any destination within or outside of Mariposa, and most locals and visitors access Mariposa via this route. As such, improvements to this area have the greatest potential for impact – Mariposa is anchored by this roadway.

Improvements made here will set the stage for additional improvements throughout Mariposa. As such, it is recommended that projects under this phase should happen prior to the development of the transportation center site (described in Section 2.2).
Improvements: Parking

Downtown Mariposa Parking District

The current parking district in Mariposa is made up of four private parking lots with four owners who have leased the properties to the County for 25 years, and the lease is ending. Little maintenance has been performed on the lots, and drainage issues have been reported.

Parking in the four lots is free to the public. Demand for parking in this area is associated primarily with the shops, bars, and restaurants that serve as destinations for locals and tourists. Most parking spaces in this area are restricted to two hours. At specific locations on and near Main Street, occupancy rates were at or above 85 percent. However, ample parking availability was observed within a short walk of Main Street, especially in off-street facilities. Insufficient wayfinding for these off-street lots contributes to low utilization of this available capacity.

Parking: Short Term

- Improve wayfinding of off-street public parking facilities, directing parkers to their availability.
- Create a district map with parking opportunities for visitors planning a trip.
- Restripe all parking stalls in off-street parking lots for clarity and to promote efficiency of the lot.
- Repave or repair asphalt, or apply for funds to improve parking lots and on-street parking.
- Control or passively calm the intersection of 6th & Main to allow drivers to navigate parking, read signs, and wayfinding.
- Reorganize and institutionalize the parking district by adding funding and increase service area.
- Through the parking district, analyze and reform parking requirements downtown to ensure they are appropriately promoting economic development and mobility goals.

Parking: Medium Term

- Build out 6th Street parking lot with connections to the 5th Street parking lot to add more capacity.
- Add electric vehicle charging stations to parking lots.
- Build trail path and angle parking on Stroming Road along Mariposa Creek.
- Consider implementing additional 2-hour zones in high demand locations to promote turnover.

Parking: Long Term

- Increase parking capacity by managing parking, adding more hourly restrictions and paid parking that balances user demand and utilization of on and off-street parking supply.
- Improve wayfinding, alerting parkers to off-street parking options.

Sub-Area | Existing Inventory
--- | ---
Downtown East | 110 | 4 | 0
Main Street | 90 | 2 | 2
Downtown West | 82 | 4 | 0
Mariposa Creek | 52 | 2 | 0
Central Highway | 59 | 0 | 0

Boundary of Mariposa Parking District. Lots included in the parking district may satisfy parking requirements by paying to use consolidated parking facilities that are maintained by members of the district. The parking district is an important tool that allows lots which may otherwise be too small to accommodate parking on-site.

The parking district should be reorganized and institutionalized by adding funding and increasing the boundaries and service area of the district to allow for better coordination of parking resources in Mariposa.
Proposed Street Improvements (Proposed Transportation Center Project)

Proposed Street Improvements (Caltrans Project)

Proposed Street Improvements (Safe Routes to School Project)

Remains two-way to facilitate east-west connectivity across Main St.

Remains two-way to facilitate parking loops, east-west connectivity across Main St.

Remains one-way westbound

One-way pair to allow removal of center turn lane on Main St by "Frost" site

One-way pair to allow passage to 6th. Could include a contra-flow bike lane

5th

Westbound direction facilitates loops to parking areas on Bullion, west of Main St (assumes property easement or acquisition to allow passage to 6th). Could include a contra-flow bike lane

4th

Eastbound direction provides direct access between Main St towards hotel

3rd

Westbound direction prevents people from making turning movements off Main St

12th

Remains one-way westbound

9th/10th

One-way pair to allow removal of center turn lane on Main St by "Frost" site

Eastbound direction facilitates right turns so that YARTS stop is not blocked by vehicles waiting to turn left

Mariposa

County Park

10th St

Route 140

History Museum

Jones

Civic Center

Mariposa Art Park

Mariposa County

Art Park

Parking Lots

TRANSPORTATION CENTER SITE
6th Street at Main Street – Proposed

To build out the town-wide bicycle loop, 6th Street would provide a critical low-stress crossing through the historic district connecting the Mariposa Creek Parkway Trail to Bullion St. As such, the 18-foot angled parking lane on the south side would be removed at the intersection to accommodate a new 12-foot shared-use path with a 6-foot landscaped buffer on the south side of the street. The current sidewalk under the south side building overhang would not be touched to avoid structural modifications to the building. The reconfiguration would maintain 11-foot vehicular travel lanes in both directions and the 4- and 6-foot wide sidewalks.

6th Street at Main Street – Existing Conditions

6th Street at Highway 140 is a four-leg intersection with stop control limited to 6th Street. Travel lanes are currently 11-feet wide with an 18-foot angled parking lane on the south side. Existing sidewalks are provided on both sides of the street but the southern sidewalk includes an overhang that extrudes from the building adjacent to the street.
Street Design Improvements: 6th Street

6th Street Between Main Street and Bullion Street – Proposed

As a continuation of the town-wide bike loop from the 6th/Highway 140 intersection to Bullion St, the proposed pathway from the Highway 140 intersection should be transitioned to provide both a path and a parking lane. The existing south side sidewalk should be converted to a 10-foot shared-use path with a 4-foot landscaped buffer. A 2-foot buffer is included between the shared-use path and the right-of-way limit to provide space between building faces and pedestrians/bicyclists. This is possible given that the sidewalk does not have a building overhang like the short street near the Highway 49 intersection. The reconfiguration would maintain 11-foot travel lanes and the 4-foot northern sidewalk but the angled parking lane would be converted into an 8-foot parallel parking lane.

6th Street Between Main Street and Bullion Street – Existing Conditions

The mid-block portion of 6th Street between Highway 140 and Bullion Street does not have overhangs from historic buildings over the existing south side sidewalk. The north side includes a 4-foot sidewalk and the south side includes a 6-foot sidewalk. With 11-foot travel lanes and an 18-foot angled parking lane on the south side of the street it closely mimics the layout near the Highway 49 intersection.
Street Design Improvements: 7th Street

7th Street Between Bullion Street and Jones Street – Existing Conditions
7th Street between Bullion Street and Jones Street is currently a one-way westbound street with an 18-foot travel lane and 4-foot to 8-foot shoulders on either side of the street.

7th Street Between Bullion Street and Jones Street – Proposed
To build out the town-way bicycle loop and increase pedestrian access to the High School and Elementary School, 7th Street could be reconfigured to facilitate two-way vehicular traffic with shared lanes for bicycles. In combination with traffic calming at intersections and wayfinding, two 10-foot shared vehicle/bicycle lanes and a 5-foot sidewalk on the north side of the street would be implemented. This would help bridge the bicycle loop gap from the 6th St crossing at Highway 140 to the end of the Jones Street Bicycle Boulevard at 7th Street. The sidewalk improvement is already funded as part of a Safe Routes to School infrastructure grant.
Street Design Improvements: Typical One-Way Side Street

Several one-way streets are proposed as part of the revised vehicle circulation network including many with a standard 44-foot right-of-way. Many of these two-way streets can easily be converted into one-way streets with 6-foot sidewalks, a 15-foot travel lane, and a 17-foot angled parking lane to provide on-street parking for shops, restaurants, and other Downtown businesses. This design would allow for additional parking spaces to be added near high-traffic areas and should be implemented in conjunction with vehicular wayfinding to ensure easy navigation through town.
Street Design Improvements: Shared-Use Path

Shared-use paths provide a facility for pedestrians and cyclists that is physically separated from the adjacent roadway to provide greater comfort and safety to users of the pathway.

Photos to the right show built examples of shared-use paths in different contexts. Clockwise, from top left, an urban shared-use path in Indianapolis, IN, a simple shared-use path in Santa Maria Island, FL, a simply-constructed shared use path with a low physical barrier in Silver Spring, MD, and a shared-use path created with paint and flexible delineator posts in Santa Clara, CA.

These examples are meant to show the range of design options that have been used on existing shared-use paths in roadway right-of-ways. Quick-to-implement designs utilizing paint and other simple materials that do not require repaving can quickly provide a safer and more comfortable user experience while longer-term funding is secured for a more permanent facility.

In Mariposa, a shared-use path along 6th Street could provide an important connection between Mariposa Creek Parkway and the elementary and high school. Shared use paths tend to be particularly attractive for inexperienced riders thanks to the separation they provide from faster moving vehicles. As such, a shared use path can be an important piece of a network meant to provide safe routes to access schools.

1 http://www.pedbikeinfo.org/topics/trailsandpaths.cfm
### Cross-Cutting Projects on Main Street

#### Basemap
- See "Cross Cutting Project Details" in Appendix for additional information about each project.

#### Catalyst Project
Catalyst projects are high-impact improvements that can provide rapid evidence of progress and lay the foundation for other improvements recommended in this document.

#### Project Details

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Street/Name</th>
<th>Project Type</th>
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<tbody>
<tr>
<td>1.1</td>
<td>Main St</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
</tr>
<tr>
<td>1.2</td>
<td>Main St</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
</tr>
<tr>
<td>1.3</td>
<td>Main St</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
</tr>
<tr>
<td>1.4</td>
<td>Main St</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
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</tr>
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<td>1.6</td>
<td>Main St</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
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<td>1.7</td>
<td>Main St</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
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<td>1.8</td>
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<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
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<tr>
<td>1.9</td>
<td>Main St</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
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<td>1.10</td>
<td>Driver-oriented Informational Signage</td>
<td>Wayfinding</td>
</tr>
<tr>
<td>1.11</td>
<td>Driver-oriented Informational Signage</td>
<td>Wayfinding</td>
</tr>
<tr>
<td>1.12</td>
<td>Pedestrian-oriented Directional Signage</td>
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<td>1.13</td>
<td>Pedestrian-oriented Transit Signage</td>
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<td>1.14</td>
<td>Pedestrian-oriented Intersection Signage</td>
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<td>1.15</td>
<td>South Side Downtown Parking Lot Access</td>
<td>ADA Specific</td>
</tr>
<tr>
<td>1.16</td>
<td>North Side Downtown Parking Lot Access</td>
<td>ADA Specific</td>
</tr>
<tr>
<td>1.17</td>
<td>History Center Parking Lot Access</td>
<td>ADA Specific</td>
</tr>
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<td>1.18</td>
<td>11th Street Paseo</td>
<td>ADA Specific</td>
</tr>
<tr>
<td>1.19</td>
<td>6th St Bridge and Multi-use Path</td>
<td>Mariposa Creek Parkway</td>
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<td>1.20</td>
<td>7th St Crossing Enhancements</td>
<td>Safer Street Crossings</td>
</tr>
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<td>1.21</td>
<td>Transportation Center Roadway Modifications</td>
<td>Safer Street Crossings</td>
</tr>
<tr>
<td>1.22</td>
<td>Transportation Center Transfer Crossing Enhancements</td>
<td>Safer Street Crossings</td>
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<tr>
<td>1.23</td>
<td>11th St and 12th St Crossing Enhancements</td>
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<td>1.24</td>
<td>Funded Intersection Crossing &amp; ADA Improvements</td>
<td>Caltrans Pedestrian Improvements</td>
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#### Figure 3.1 Legend
- Building Footprints
- Parks
- Mariposa Creek
- Topography (5 ft.)
- Caltrans Pedestrian Improvement Project
- ADA Compliant Sidewalks & Curb Ramps
- Transit Hub Safer Street Crossings
- Mariposa Creek Parkway
- ADA Specific
- Transportation Center Site

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Final Draft — August 2019

Mariposa Transportation Center + Active Transportation Feasibility Study — Opticos Design, Inc. © 2019
Transportation Center

3.2

The county-owned site at the corner of 11th and Bullion Street is the proposed location for a transportation center that would include other amenities and services for transportation users and visitors to Mariposa. Opportunities for additional long and short-term parking, a public park, restrooms, transportation information, café, and a Chamber of Commerce visitor’s center or National Park Service satellite visitor’s center would help to complement the transportation services offered at the site.

Circulation and sidewalk improvements aim to improve access between the site, adjacent parking areas, and to Main Street corridor uses, as well as to provide a connection to the nearby trailhead for Mariposa Creek Parkway. The transportation center would serve as a facility for YARTS buses as well as tour buses making a stopover in Mariposa.
The Transportation Center will be a “front door” to Mariposa for residents and visitors arriving via transit. Co-locating visitor services, parking, and outdoor space with the Transportation Center on a creatively designed, nature-oriented site will provide a unique arrival experience that sets Mariposa apart from other nearby communities.

To make the Transportation Center effective and popular, it is likely necessary to offer services in addition to bus transportation. At a little over two acres, the large site identified in Phase I of this study provides the opportunity to house supplementary programs such as outdoor event space, a public park, and a Visitors Center as a means of attracting more users to the Transportation Center and incentivizing transit as a means of getting to and from Mariposa.

**Transportation Center Design: Conceptual Site Plan**

The Transportation Center will be a “front door” to Mariposa for residents and visitors arriving via transit. Co-locating visitor services, parking, and outdoor space with the Transportation Center on a creatively designed, nature-oriented site will provide a unique arrival experience that sets Mariposa apart from other nearby communities.

To make the Transportation Center effective and popular, it is likely necessary to offer services in addition to bus transportation. At a little over two acres, the large site identified in Phase I of this study provides the opportunity to house supplementary programs such as outdoor event space, a public park, and a Visitors Center as a means of attracting more users to the Transportation Center and incentivizing transit as a means of getting to and from Mariposa.

**Programs**

<table>
<thead>
<tr>
<th>Short-Term Program</th>
<th>Medium-Term Program</th>
<th>Long-Term Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Pullout/Stop</td>
<td>Transportation Center</td>
<td>Optional Visitor Center (Potentially NPS)</td>
</tr>
<tr>
<td>New Diagonal Parking</td>
<td>Expanded Parking Lot</td>
<td>Outdoor Events Space</td>
</tr>
<tr>
<td>Creek Restoration</td>
<td></td>
<td>Outdoor Classroom</td>
</tr>
<tr>
<td>Native Habitat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Native Lawn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Program Approx. Sq. Feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Center</td>
<td>1,376 sf</td>
<td>Optional Visitor Center</td>
</tr>
<tr>
<td>Outdoor Events Space</td>
<td>1,260 sf</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Transportation Center Parking

A diversity of parking types will be needed to satisfy the array of parking needs near the Transportation Center. Under existing conditions, most parking in Mariposa is treated the same, with the exception of ADA Parking which is restricted to appropriate users.

To effectively manage parking to best serve users of the Transportation Center, an enforcement mechanism will be necessary to provide short, long, and medium-term parking.

Parking: Short and Medium-Term

- Add parking capacity through angle parking at the following locations:
  - Along 11th Street, on north side of Transportation Center site, include ADA Parking
  - Along Bullion and 10th Street, on remaining sides of Transportation Center site with restrictions.
  - Include ADA parking
  - Implement time restrictions between 9th Street and 12th Street between Bullion Street and Main Street to avoid Park & Ride activity and county employee parking at the Transportation Center.
  - Introduce parking time restrictions along Coakley Circle and the Rest Area lot to increase turnover and divert Park & Ride users to designated Park & Ride lot. Add wayfinding to Park & Ride lot.
  - Review opportunities to share parking with private lots.

Parking: Long-Term

**Option A:**
- Add further time restrictions, such as 1-hour parking, and/or paid parking, as necessary, to increase turnover and divert long-term stays to the Park & Ride lot.
- Divert long-term parkers visiting Yosemite National Park to underutilized off-street facilities.

**Option B:**
- If parking is still a challenge throughout the system after all other management strategies have been implemented (Option A), add long-term capacity through construction of parking structure at Transportation Center.
- Analyze on-street restrictions including time limited and paid parking to manage demand and move visitors and long-term parkers to garage.

Approximately 100 spaces shown, both on and off-street.

<table>
<thead>
<tr>
<th>Curb Zones and Parking</th>
<th>Estimated Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dropoff Zone</td>
<td>—</td>
</tr>
<tr>
<td>Bus Pullout Zone</td>
<td>—</td>
</tr>
<tr>
<td>ADA Blue Curb Zone</td>
<td>5 spaces</td>
</tr>
<tr>
<td>Short-Term Parking (Green Curb)</td>
<td>5 spaces</td>
</tr>
<tr>
<td>Medium-Term Parking Zone</td>
<td>35 spaces</td>
</tr>
<tr>
<td>Long-Term Parking Zone</td>
<td>35 spaces</td>
</tr>
<tr>
<td>Probation Department Parking</td>
<td>20 spaces</td>
</tr>
</tbody>
</table>

Illustrative conceptual parking plan for transportation center site.
Transportation Center Design Alternatives: Vernacular Theme

The Vernacular style incorporates architectural elements the evolved based on the unique environment and the materials and know-how that were historically available in the Sierra.

Vernacular architecture usually uses locally-available materials that are minimally processed to retain a rustic character. Examples include stone, heavy timber, wood shingles, and multi-paned windows.

<table>
<thead>
<tr>
<th>Architectural Element</th>
<th>Expression in Vernacular Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Massing and Roofs</td>
<td>Low-slung, gabled and/or hipped roof forms, 6-8/12, with deep eaves and exposed rafter tails, shed-roof dormers</td>
</tr>
<tr>
<td>Windows and Openings</td>
<td>Ganged windows with square or vertically-proportioned divided lights</td>
</tr>
<tr>
<td>Exterior Elements</td>
<td>Awnings and Canopies with shed roofs and deep, bracketed overhangs</td>
</tr>
<tr>
<td>Common Materials</td>
<td>Wood, stone, metal, slate</td>
</tr>
</tbody>
</table>

Yosemite Valley Railroad Company Depot at El Portal. Photo courtesy YosemiteValleyRailroad.com

Visitor's Center at Crater Lake National Park. Photo courtesy Crater Lake Institute

Yosemite Valley Ranger's Club in Yosemite National Park uses rustic materials and dormers to minimize the apparent size of the roof. Photo courtesy National Park Service.

Heavy timber beams and columns promote a sense of understated grandeur at Mariposa Grove Visitor's Center. Photo courtesy National Park Service.

Downtown Auburn, CA. Photo courtesy Opticos Design.

Tuolumne Visitor's Center uses rough-hewn timbers, unfinished stone, and wooden shingles to create a rustic style.

Yosemite Valley Ranger's Club in Yosemite National Park uses rustic materials and dormers to minimize the apparent size of the roof. Photo courtesy National Park Service.
Transportation Center Design Alternatives: Classical Theme

The Classical style takes its cues from the historic Mariposa Courthouse and other civic buildings.

Classical architecture in Mariposa arranges rustic materials in a formal style. Details and ornamentation are simplified to fit the semi-rural character of Mariposa.

<table>
<thead>
<tr>
<th>Architectural Element</th>
<th>Expression in Classical Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Massing and Roofs</td>
<td>Gabled and occasional hipped roof forms, 5-8/12, with shallow, enclosed eaves and traditional detailing, gabled dormers</td>
</tr>
<tr>
<td>Windows and Openings</td>
<td>Double hung windows with vertically-proportioned divided lights, single, double, and/or bay window configurations</td>
</tr>
<tr>
<td>Exterior Elements</td>
<td>Porches and Galleries with turned or square-stock columns and classically appropriate eaves</td>
</tr>
<tr>
<td>Common Materials</td>
<td>Painted wood, stone, stucco</td>
</tr>
</tbody>
</table>

Proposed Main Street elevation of the Transportation Center using Classical style.

Proposed 11th Street elevation of the Transportation Center using Classical style.

Architectural Element Expression in Classical Theme

<table>
<thead>
<tr>
<th>Architectural Element</th>
<th>Expression in Classical Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Massing and Roofs</td>
<td>Gabled and occasional hipped roof forms, 5-8/12, with shallow, enclosed eaves and traditional detailing, gabled dormers</td>
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<td>Exterior Elements</td>
<td>Porches and Galleries with turned or square-stock columns and classically appropriate eaves</td>
</tr>
<tr>
<td>Common Materials</td>
<td>Painted wood, stone, stucco</td>
</tr>
</tbody>
</table>

Mariposa’s historic Greek Revival courthouse is part of what makes Mariposa a unique place. Photo courtesy Opticos Design.
Transportation Center Design Alternatives: Contemporary Theme

The Contemporary style introduces new architectural elements that are not otherwise common in the Sierra. The style of building is meant to stand out from the buildings around it in Mariposa.

Contemporary architecture usually uses refined materials with minimal ornamentation. There is an emphasis on planar or flat surfaces. Common materials include metal, glass, stucco, and concrete.

### Architectural Element | Expression in Contemporary Theme
--- | ---
**Massing and Roofs** | Flat/slat, shed and gabled roof forms, sometimes dramatic, with deep enclosed or open eaves
**Windows and Openings** | Single fixed-pane windows, horizontally-proportioned divided lights, floor-to-ceiling window walls, sometimes with integrated doors
**Exterior Elements** | Structure expressed on exterior of building, uninterrupted wall planes, transparency to interior
**Common Materials** | Raw wood, stone, stucco, tile, concrete

Contemporary materials and details mix with vernacular form at this transportation center in Vail, Colorado. Photo courtesy 4240 Architecture.

Rustic materials in Lake Tahoe’s contemporary transportation center. Photo courtesy Placer County.

A simple building form with rustic materials. Photo courtesy Lake|Flato.

A heavy timber roof held up by unfinished timber columns contrast with walls of glass. Photo courtesy Lake|Flato.

A dramatic pitched roof shades materials such as steel, concrete, and glass. Photo courtesy BAR Architects.

A large roof overhang and floor to ceiling windows are common elements in contemporary buildings. Photo courtesy WRNS Studio Architects and Michael David Rose.
Transportation Center Design Alternatives: Architectural Themes

Vernacular

Classical

Contemporary
The following quotes are excerpted from comments about the options presented for the architectural style of the transportation center building. An existing conditions analysis was used to identify these styles in Mariposa, which include: vernacular, traditional, and contemporary. These comments informed the development of the preferred design.

The preferred transportation center architectural style (following page) is meant to provide direction for Design Development for the transportation center facility, prior to the creation of the Construction Drawings that will be necessary to issue construction bids.

I think using most of the contemporary design elements (roof, windows, building shape) paired with the common materials (wood, stone, etc) from the vernacular theme would be the best for the purpose of the transportation center. Open spaces with lots of light are welcoming/inviting, and we would want this space to be as inviting as possible to encourage use of the transportation center.”

There are so many great examples of cities and towns blending historic and contemporary architecture and I’d like to see that here. I think it signals that we are a forward looking community. Also, I think the contemporary design has a lighter footprint and incorporates more architectural features that highlight and showcase the natural landscape.”

The classical style is lovely and provides such strong connectivity to the civic area of town. To this end, the style is almost too directly tied to the government center and seems to feel almost too parochially tied to Mariposa business, rather than suggesting a warm welcome or a celebratory send-off.”

The vernacular themed elevations seem appropriate for Mariposa, particularly when thinking of Mariposa in the context of a gateway to Yosemite. The vernacular architectural style feels especially relevant for this transitional section of the main street where “sense of place” seems so ill-defined, yet where connectivity and relevance to the more iconic sections of downtown Mariposa will be critical in defining this new facility as a new center of activity for Mariposa.”

A blend of the contemporary designs on page five, plus vernacular elements of the Tuolumne Meadows Visitor Center and Mariposa Grove depot would be ideal. Materials would be a mix of mostly timber/wood and rock, with some glass. Ideally rock foundation/pony/stem walls might incorporate what I think of as the classic Mariposa rock wall style (from mining days?), a mix of local slate at various orientations mixed with other rock (round river, granite, etc)...breaking up glass panes with wood framing is a nice nod to the vernacular/Craftsman style.”
The preferred architectural style alternative for the Transportation Center design incorporates vernacular materials with contemporary form and detailing. This style is meant to provide a unique architectural vocabulary for contemporary buildings in Mariposa while honoring the area’s love of the outdoors and its history as a center of mining and forestry.

Large windows that slide or pivot open and deep overhangs that provide shade and protection from the elements will help to bring the outdoors in while activating the outdoor public areas around the Transportation Center building. A covered porch on the south end of the building can be used for outdoor programming, and provides a welcoming first-impression for passengers arriving at the nearby bus stop. The Main Street facing facade includes a clearly defined main entry into the building, ample transparency and shade to create a pleasant pedestrian experience along the sidewalk.

<table>
<thead>
<tr>
<th>Architectural Element</th>
<th>Expression in Preferred Alternative</th>
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<tr>
<td>Massing and Roofs</td>
<td>Gabled roof forms, with deep open eaves and exposed rafters and purlins</td>
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<tr>
<td>Windows and Openings</td>
<td>Single fixed-pane windows, horizontally-proportioned divided lights, floor-to-ceiling window walls with integrated doors</td>
</tr>
<tr>
<td>Exterior Elements</td>
<td>Deep overhangs and porches, stone wainscot,</td>
</tr>
<tr>
<td>Materials</td>
<td>Stone, wood, stucco or concrete</td>
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</tbody>
</table>

Proposed 11th Street facing facade (above). Proposed Main Street facing facade (below).

A simple building form with rustic materials. Photo courtesy Lake|Flato.

Contemporary materials and details mix with vernacular form at this transportation center in Vail, Colorado. Photo courtesy 4240 Architecture.
Conceptual Interior Program for Transportation Center

The Transportation Center building is intended to be a high-impact, low-maintenance multi-purpose facility that provides a positive first-impression of Mariposa and encourages the use of transit and multi-modal transportation.

Co-location of complimentary program elements such as a cafe space and an information center allow the building to serve multiple user groups. Incorporating economic activity can help to support maintenance of the building, while an upstairs office area makes possible passive surveillance of common spaces, leading to a greater sense of safety for individuals using the facility.

<table>
<thead>
<tr>
<th>Program</th>
<th>Approx. Area</th>
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<tbody>
<tr>
<td>Visitor Information Center</td>
<td>356.5 sf</td>
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<tr>
<td>Lobby/After-Hours Waiting Area</td>
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<tr>
<td>Cafe/Indoor Waiting Area</td>
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<tr>
<td>Porch</td>
<td>397 sf</td>
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<table>
<thead>
<tr>
<th>Program</th>
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<td>Mechanical Room</td>
<td>—</td>
</tr>
<tr>
<td>Loft Office for Information Center</td>
<td>192 sf</td>
</tr>
</tbody>
</table>

Additional Considerations:

This conceptual interior program is meant to provide direction for Design Development for the transportation center facility, prior to the creation of the Construction Drawings that will be necessary to issue construction bids. Additional program elements that should be considered include:

- Dedicated Outdoor Smoking Area
- Short-Term Luggage Storage
- Real Time Transit Arrival/Departure Updates
Transportation Center Design: Conceptual Site Sections

Program

1. Transportation Center
2. Optional NPS Visitor Center (Long-Term)
3. New Diagonal Parking
4. Expanded Parking Lot
5. Outdoor Classroom
6. Creek Restoration
7. Native Habitat

Diagram of the site sections with labels A and B, indicating various areas such as Building Area, Porch, Riparian Corridor, and Parking.
The Frost Shop site – at the corner of Main Street and 9th and 10th Streets – provides a unique opportunity in Mariposa to use mixed-use infill to provide connections to a network of experiences for locals and visitors alike.

Future development on the Frost Shop site should help to activate the core segment of the Main Street corridor while providing a gateway to the nearby Mariposa Creek Parkway trailhead and building on the services and amenities offered at the Transportation Center site across Main Street.

Precedent images and alternative illustrative site plans below show the character of infill development that could occur on the site under existing zoning standards and parking reduction standards. The site falls in the Historic Design Review Overlay and is in an Opportunity Zone.

---

**Site Plan Alternative: Cottage Retail**

This alternative envisions two small urban buildings at each corner of Main Street, framing a cluster of cottages oriented towards a public courtyard and pathway. Cottages could be retail use, or a mix of retail and live/work.

1. Office above retail (6,600 sf total)
2. One-story retail building (2,400 sf)
3. Retail in cottage buildings (4,500 sf)
4. Live/work (max 2 resd'l units per lot)
5. Off-street parking (23 spaces)

**Site Plan Alternative: Live/Work Promenade**

This alternative envisions a more formal arrangement of larger urban buildings and live-work buildings, lining a public pedestrian passage. Larger buildings provide the opportunity for an indoor market or small-business incubator space.

6. Office above retail (5,500 sf total)
7. One-story retail buildings (6,825 sf)
8. Live/work (max 2 resd'l units per lot, 4 total)
9. Off-street parking (21 spaces)
Improvements: Street Design

These design improvements are focused on making Main Street a “complete street,” designed to enable all users to have safe and convenient access to destinations in the corridor.

Main Street and 10th Street Intersection Design
Improvements include removing the center left-turn lane on the north and south approaches to 10th Street in coordination with a new marked pedestrian crossing on the south side of the intersection. User-activated in-pavement warning lights would be installed to increase visibility for pedestrians crossing across Main Street at 10th Street.

Existing Conditions - 10th & Main Street
Highway 140 at 10th Street currently features wide 12.5-foot travel lanes, an oversized 13-foot center two-way left turn lane, and paved shoulders (8 and 10 feet on the west and east sides of the roadway, respectively). There are no designated facilities for either pedestrians or bicyclists in the existing 56-foot right-of-way with intermittent sidewalks on the west side throughout the corridor. The existing configuration focuses primarily on accommodating vehicular traffic through town and does not encourage passing vehicular traffic to slow down to see existing businesses or provide consistent sidewalks for people to walk to destinations along the corridor.
Improvements: Street Design

Main Street at 10th Street – Proposed North of 10th Street

With the addition of the Transportation Center, Highway 140 can be reconfigured to provide enhanced transit amenities and increase pedestrian connectivity throughout the corridor. A potential reconfiguration for the northern leg of Highway 140 at 10th Street is to reduce travel lane widths to 12 feet and remove the two-way left turn lane. This modification would reallocate that space into a 12-foot bus bay that could accommodate two northbound buses directly in front of the Transportation Center. The existing shoulders would be converted into wide sidewalks (9 feet and 11 feet on the west and east sides of the roadway, respectively) that could accommodate higher levels of pedestrian activity at the Transportation Center site. The wide sidewalks could also feature landscaping and opportunities for placemaking or public art installations.

Main Street at 10th Street – Proposed South of 10th Street

Similar to the segment north of the 10th Street intersection, a potential configuration for the southern leg of Highway 140 at 10th Street is to reduce travel lane widths to 12 feet. However, the existing two-way left turn lane would be converted into a 10-foot median refuge island with curb extensions from both sidewalks to reduce pedestrian crossing distances and minimize exposure to vehicular traffic while crossing. This is especially important at this location since many Transportation Center users would cross here to access southbound buses at a new bus bay south of the intersection. The paved shoulders would also be converted into wide sidewalks (11 feet on both sides of the roadway) to increase pedestrian comfort and safety. The wide sidewalks could also feature landscaping and opportunities for placemaking or public art installations.
Cross-Cutting Projects for Transportation Center

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Street/Name</th>
<th>Project Type</th>
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<tbody>
<tr>
<td>2.1</td>
<td>Bullion St</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
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<tr>
<td>2.2</td>
<td>11th St</td>
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<td>10th St</td>
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<td>Jessie St</td>
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<td>2.6</td>
<td>Pedestrian-oriented Directional Signage</td>
<td>Wayfinding</td>
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<tr>
<td>2.7</td>
<td>Pedestrian-oriented In-pavement Signage</td>
<td>Wayfinding</td>
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<td>2.8</td>
<td>Transit Supportive Amenities</td>
<td>Transportation Center Site</td>
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<td>Transit Supportive On-Street Parking</td>
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<td>Transportation Center Site Waterway Restoration</td>
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<td>Transit Supporting Off-Street Parking</td>
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<td>2.13</td>
<td>Corner Lot Acquisition (Main St. &amp; 11th St.)</td>
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<tr>
<td>2.14</td>
<td>Transportation Center Building Construction</td>
<td>Transportation Center Site</td>
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</tbody>
</table>

**Figure 4.1 Legend**
- Building Footprints
- Parks
- Mariposa Creek
- Topography (5 ft.)
- Caltrans Pedestrian Improvement Project
- ADA Compliant Sidewalks & Curb Ramps
- Transportation Center Site

See "Cross Cutting Project Details" in Appendix for additional information about each project.

**Catalyst Project**
Catalyst projects are high-impact improvements that can provide rapid evidence of progress and lay the foundation for other improvements recommended in this document.
The Core area includes the streets nearest to Main St. on the southern end of town. Recommended improvements focus on connecting core with on-street parking, pedestrian and bike routes within neighborhood, and surface parking lots. Improving the connections between Main St. and Mariposa Creek Trail via Jones St., is also a key goal of improving the transportation environment in the downtown core.
Improvements: Street Design

Main Street at Jones Street – Existing Conditions

Highway 49 at Jones Street is currently a wide four-way stop-controlled intersection with minimal sidewalks connecting to the intersection from all approaches. The intersection features many dedicated turning lanes that can be consolidated to provide shorter pedestrian crossing distances and reduce driver confusion while navigating the intersection. All travel lanes are currently either 12 or 13 feet wide. There is a 9-foot paved shoulder on the north side of the roadway and a 7-foot sidewalk on the south side of the roadway. The intersection does not provide any bicycle accommodations.
Improvements: Street Design

Main Street at Jones Street – Proposed

To build out a town-wide bike loop and increase pedestrian accessibility to the Transportation Center and the historic district, the roadway could be reconfigured to convert the existing 7-foot sidewalk on the south side of the roadway to a 14-foot shared-use path with a 6-foot landscaped buffer. This would be accomplished by consolidating the existing eastbound left-turn lane and through lane into a single lane, given that most vehicles are making the eastbound right movement to remain on Highway 49. The new trail segment on the south side would provide a critical low-stress connection from Joe Howard Street to Bullion St. This treatment would be consistent with proposed trail crossing at 6th Street so vehicular traffic would be alerted to the potential increase in pedestrian and bicycle crossings at these select locations. On the north side of the street, the existing 9-foot paved shoulder could be converted into a new wide sidewalk to increase pedestrian comfort and safety. The wide sidewalk area could also feature landscaping and opportunities for placemaking or public art installations.
Improvements: Street Design

Jones Street at Bullion Street – Proposed
To build out the town-wide bicycle network loop and provide pedestrian access to Bullion St, Jones Street could be reconfigured to reduce the north side parking lane to 9 feet, remove the shoulder on the south side, and reduce travel lanes to 11 feet. This would provide sufficient space to continue the shared-use path from the Highway 49/Jones intersection to Bullion Street. The shared-use path would be 12-feet wide and include a 5-foot landscaped buffer with a wide curb ramp to accommodate a transition to the Bullion Bicycle Boulevard at the eastern end.

Jones Street at Bullion Street – Existing Conditions
Jones Street at Bullion Street currently has offset side street stop-controlled approaches from Bullion Street. As a primarily residential access street, Jones St has travel lanes that are 12 feet wide with a 16-foot parking lane on the north side of the street. The south side of Jones St has an unpaved 8-foot shoulder. This segment of Jones Street has no existing bicycle or pedestrian accommodations to connect it with future sidewalk projects on Bullion St.
Cross-Cutting Projects in Downtown Core

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<tr>
<th>Project ID</th>
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<td>Highway 49 Trail Connection</td>
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<td>Joe Howard Street Bike Boulevard</td>
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<td>3.7</td>
<td>Existing Mariposa Creek Parkway Enhancements</td>
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<td>8th St Connection</td>
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<td>5th St Parking Lot Access Enhancements</td>
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<td>3.17</td>
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Catalyst Project

Catalyst projects are high-impact improvements that can provide rapid evidence of progress and lay the foundation for other improvements recommended in this document.

See "Cross Cutting Project Details" in Appendix for additional information about each project.
The functionality of Mariposa’s transportation system goes beyond its downtown core and provides connectivity to regional destinations such as Mariposa County High School, Stockton Creek trailhead, Old Highway North, the John C. Fremont Hospital, Mariposa County Fairgrounds, Mariposa-Yosemite Airport and more. The improvements described in this section intend to connect this larger area with both the transportation center and downtown core area.
Catalyst Project

Catalyst projects are high-impact improvements that can provide rapid evidence of progress and lay the foundation for other improvements recommended in this document.

See "Cross Cutting Project Details" in Appendix for additional information about each project.
Mariposa is a small town that plays a big role in the experience of visitors to Yosemite National Park. Situated in the Sierra Foothills at the junction of State Route 140, and State Route 49 N, Mariposa serves as a central gateway into the Yosemite Valley from Merced, less than 40 miles away.

Mariposa is also a town with a beautiful setting of oak-covered foothills, running along Mariposa Creek, adjacent to Stockton Ridge and the Stockton Creek Preserve. Residents of Mariposa have a deep pride in the beauty of the landscape and quality of life of their town.

Wayfinding Goals
Improving the experience of visitors to Mariposa and Yosemite National Park is the primary goal of the Transportation Center Feasibility Study. An effective wayfinding system is an integral part of this effort providing strategies to:

- Orient visitors along the main street and side streets
- Navigate them to key services like parking, the historic district, the Mariposa Creek Parkway, the Transportation Center, and civic district
- Connect them to the town’s other notable destinations and services
- Improve their experience by making it easy to get around, convenient to park, walk, and explore.

The wayfinding system and associated improvements to improve pedestrian safety and universal access along Main Street will also benefit residents by making it easier for everyone to get around Mariposa.

Introduction

Observations
The following observations and photos address how visitors and residents alike navigate and move through Mariposa. These are based on the concepts of mental mapping, path, edge, district, node, and landmarks, which are described in more detail in the following section. The observations also highlight some of the shortcomings and point to opportunities to improve the experience of moving through Mariposa with a comprehensive wayfinding sign system.

Orientation and Legibility By Vehicle
As a driver enters town from the south, the bridge over Mariposa creek and the start of the historic district, with buildings close to the roadway edge, provide a sense of entry. However, from the north or west, scant visual cues or landmarks exist by which to orient oneself. Both along State Route 140 (Central Yosemite Highway) and the Golden Chain Highway (SR 49 N), the roads widen toward the junction with SR 140 and all structures in the area are set well back from the roadway edge. The lack of sidewalks or any general sense of enclosure does nothing to create a sense of transition from the highway condition or entry to the town.

What’s more, the slope of the town’s roadway network from east to west isolates the main street visually from the streets above to the east or below, to the west. The result is that it is difficult for drivers to understand what possibilities might lie beyond the main street.

Perceived and Actual Distance on Foot
From highway junction to highway junction, the main street is only approximately one mile long, or a walk of 20 minutes for a typical pedestrian (at 3 mph). However, the perceived distance is much longer, due to the lack of visual enclosure or visual landmarks to punctuate the view.

The historic district, from 4th St to 7th St, has much to notice and draws one’s eye down the street. North of 7th St, the roadway widens from two lanes to three (two travel lanes and a two-way-left turn lane), and the buildings are no longer at the street’s edge.

In addition, the lack of consistent sidewalks emphasizes the message to pedestrians that the way ahead is uncertain. The speed limit is 25 mph through the historic district and increases to 30 mph just south of 7th. These factors all clearly tell drivers to keep moving and do not invite visitors to leave their cars and visit the town on foot.

State of Existing Signage
Existing wayfinding signage through Mariposa is primarily oriented toward drivers. It combines MUTCD-style guide signs (white lettering on a green background), symbol plaques (white lettering on blue) for important routes and destinations: airport, truck route, hospital. There are guide signs at the approaches to town, but otherwise little in the form for wayfinding to inform visitors about available services, parking, or significant destinations within the town, except in the historic district, where a few mining-themed signs are posted. Of the signs that do exist, many are not placed far enough ahead at decision points and lack any subsequent confirmation to ensure travelers are headed in the right direction.
Existing Conditions

Wayfinding Observations

Signs for public parking are white on brown, which traditionally indicates recreation. The existing collection of Wayfinding signs is somewhat functional, but sign placement, sizing, and arrangements lack a sense of coherence and organization. Tables 2 and 3 provide an inventory of existing signs and comments.
Wayfinding systems are languages, typically visual, devised to help people navigate through an unfamiliar environment. They may incorporate signs, imagery, maps, and other cues. Best practices for wayfinding are based on the research of urban planner and geographer Kevin Lynch, who studied how people understand and navigate through the built environment (Image of the City. MIT Press, 1960). His research revealed that the mental maps people devised were based on a common language of five components, below. These components inform the types of information, visual cues, and locations of signs in a wayfinding system, combined to make an unfamiliar environment legible.

- **Paths** are channels of movement: the streets, sidewalks, trails, and pathways people use to travel.
- **Edges** are perceived boundaries, demarcations, barriers, or even pathways between different areas, they can include walls, buildings, a shift of built form, shorelines.
- **Districts** are areas with distinct character or identity, recognizable on approach and from within.
- **Nodes** are points of connection, commonly intersections, but also convergences, focal points, or concentrations; these are important decision making points.
- **Landmarks** are objects in the environment that are readily recognizable and make a strong impression. Landmarks are valuable for orientation and can be very helpful as people navigate through a space.

With these mental mapping elements in mind, it follows that a wayfinding system must be based on the following questions a visitor or resident would ask oneself:

- **Orientation**: How do I orient myself in this place? What are the landmarks?
- **Information and Decision-making**: Where can I go and what can I see? What services and destinations are available? Where are the districts and nodes? Where can I find more information?
- **Navigation and Decision Points**: How do I get there? What is the proper path?
- **Confirmation**: Is this the right direction? How do I know I’m headed in the right direction?

The next section explores the needs of different users and the questions these users have in navigation.
Identification of Wayfinding System Users

**Drivers (Visitors and Locals)**

**Navigational Needs**
1. Services and amenities (what amenities/services are available?)
   a. Parking, restrooms, place to rest, shopping, places of interests, transit linkages
2. Destinations
3. Parking to access services
4. Orientation (landmarks or key nodes) and sense of scale (where am I?)
5. Navigation to destinations (how do I get there?)
6. Where can I find more information?

**Wayfinding Needs**
- Well-placed signs that provide information, facilitate entry and access, located at entries and key decision points
- Cohesively designed, easy to notice and quickly understandable

**User and Community Benefits**
- Enhanced access to goods and services, promotes economic activity

---

**Pedestrians (Visitors and Locals)**

**Navigational Needs**
1. Orientation (landmarks or key nodes) and sense of scale (what’s easily accessible on foot)
2. Destinations
3. Navigation to destinations
4. Connections to/from parking
5. Connections with transit
6. Safe roadway crossings
7. Connections with trails and established walking routes

**Wayfinding Needs**
- Visually interesting signs that provide branding value along with wayfinding information
- Signs that support modes transfers and connections (e.g. driver > pedestrian, pedestrian > transit)
- Signs that link and facilitate connections to a wider variety of destinations than for drivers
- Signs that reduce perceived distance between destinations

**User and Community Benefits**
- Enhanced access to goods and services, promotes economic activity, facilitates ease of walking

---

**Shared Needs and Core Principles**

**For Vehicular navigation, Pedestrians, visitors, locals**
The wayfinding system for Mariposa should embrace the following core principles:

**Intuitive**
The system addresses the first three stages of wayfinding (described above: orientation, route decision/navigation, route monitoring). It is easy to follow.

**Progressive**
The system makes sense by meeting the user’s needs for information at each location and sequence of the journey. The system provides the right amount of information at each point in the sequence.

**Legible and Simple**
Clear, easy to use, and understandable by a wide audience. Uses minimal signs, strives to avoid clutter and confusion.

**Flexible**
The system responds to local conditions, to each mode, and reinforces people’s mental maps.
Proposed Wayfinding System

Opportunities

The following list details the big ideas.

<table>
<thead>
<tr>
<th>Goals</th>
<th>Elements and Details</th>
</tr>
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</table>
| GATEWAYS TREATMENTS | • Convey the range and depth of services and experiences available in Mariposa  
• Define a sense of place  
• Gateway and identity elements at town and district boundaries (e.g. banners, graphical elements on signs, signs with interesting shapes or "toppers", etc.)  
• Create a planned experience than unfolds with ample information  
• Emphasize park and walk access to wider range of destinations  
• Facilitate discovery of a wider variety of destinations  
• Surpass or compensate for digital wayfinding tools, which may be limited by poor cell reception or the propensity to highlight only select destinations  
| DRIVER-ORIENTED WAYFINDING SYSTEM | • Information panels/maps at two to three key locations to  
• Provide information about what’s available, plus orientation  
• Identify districts  
• Provide sense of scale, distance, travel time information  
• Highlight major destinations and linkages (transit, parking, etc.)  
• Directional signs, which include destination names, arrows, with time/distance info for pedestrians  
• Turn signs and confirmation signs in between destinations, which provide feature destination names and arrows only  
• Enhanced transit stops signs and information  
• Street signs (existing and or modified to align with wayfinding)  
| PEDESTRIAN-ORIENTED WAYFINDING SYSTEM | • Demarcate and celebrate distinct districts as a way of mentally organizing destinations and making wayfinding to them intuitive  
• Reduce perceived distance between destinations and knit together district  
• Facilitate en-route discovery of spots of interest between major destinations  
• Integrated lighting and signage/branding assemblies along pedestrian travel-way, at crossings, in information panels, and other key areas (to reduce clutter, improve safety, and accentuate message)  
• Directional signs, which include destination names, arrows, with time/distance info for pedestrians  
• Turn signs and confirmation signs in between destinations, which provide feature destination names and arrows only  
• Enhanced transit stop signs and information  
• Ground plane wayfinding elements (e.g. mile markers, inlays, painted medallions)  
| INTER-MODAL CONNECTIONS | • Raise the profile of and ease of access to transit  
| | • Enhanced transit stop signs and information  
| | | • Distinctive graphics and sign panels to make wayfinding visually appealing and compelling  
| | • Provide guidelines to ensure consistency, consolidation, reduction of sign clutter, increase readability and effectiveness  
| | • Regulatory/advisory sign guidelines (consistency, consolidation)  
| | • On-premise (private) sign guidelines (location, readability, etc.)  
| | • Defined walkways, esp. to and from parking areas and destinations, continuous and accessible to the degree possible  
| | • Safe roadway crossings  
| | • Adequate lighting for safety and navigability  
| | • Good sight lines  
| | • Ground plane elements for guidance and to signal transitions: color, shapes, tactile elements  
| | • Identifiable districts  
| | • Distinctive, memorable buildings and public spaces  

Final Draft — August 2019

Mariposa Transportation Center + Active Transportation Feasibility Study — Opticos Design, Inc. © 2019
Proposed Wayfinding System

Proposed Sign Family

- **Highway signs:** standard MUTCD guide signs (existing) but organized and simplified to reduce sign clutter
- **Gateway signs:** signs and structures at town boundaries and possible at district boundaries, for vehicles at all locations and for pedestrian at key locations
- **Vehicular destination signs and vehicular directional signs:** signs to direct drivers to key destinations, provide spot directions and confirmation
- **Parking signs:** signs to inform drivers of the availability, location, and supply of parking
- **Pedestrian kiosks:** signs, maps, and information to orient and direct pedestrians to destinations throughout town (see gateway signs)
- **Pedestrian directional signs:** signs to direct people on foot to destinations, provide spot directions, travel time and distance information, transit connections, and confirmation.
- **Existing mining-themed wayfinding signage:** It is assumed these would remain and new signs would supplement these
- **District identity/branding elements:** visual elements incorporated into signs to create a sense of identify and enhance placemaking
- **Ground-plane wayfinding:** in-laid bronze markers/medallions or painted version on sidewalks and walkways

Destination Hierarchy

To create a legible and intuitive system, destinations should be organized into a hierarchy. Destinations can be assigned to one of three groups: Primary, Secondary, and Tertiary, based upon their usefulness as navigational references for drivers and pedestrians and their likelihood of being destinations. The hierarchy will determine how far from a given destination references to it will appear on wayfinding sign panels and is meant to help which destinations are included on wayfinding signs.

The general hierarchy of what to include in primary, secondary, and tertiary destinations in typical wayfinding depends on whether the destination is of local or regional significance. In Mariposa, destinations are close together and only the most regionally-significant destinations should be noted as primary destinations. Neighborhood shopping areas and local parks should be included on wayfinding signs to help as navigational and informational aids for people to know where they can access services such as food, water, and restrooms. A sample hierarchy of destinations is shown in Table 1 below.

To establish a hierarchy, the following factors should be considered:
- How well-known is the destination and how useful is it as a navigational reference? The most well-known destinations and most useful navigational references should be in the Primary destination group.
- How many people are likely to visit the destination annually? The venues with the most visitors should be in the Primary or Secondary destination group.
- Neighborhood destinations, such as elementary schools, libraries, and local parks, will usually be in the Tertiary destination group.
- To minimize sign clutter and maintenance costs, only the most popular or useful destinations should be chosen so as to not “over-sign” or contribute to sign clutter.

The Table 1 on the following page lists existing destinations with proposed hierarchy and abbreviations.
## Proposed Wayfinding System

### Table 1: Destination Hierarchy

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<th>Hierarchy</th>
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<td>Parking lot: 6th St between 49 and Bullion</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>5 Secondary</td>
<td>Parking lot: 7th St and Bullion</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>6 Secondary</td>
<td>Parking lot: 6th St &amp; Mariposa Creek Parkway</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>7 Secondary</td>
<td>Parking lot: 5th St &amp; Mariposa Creek Parkway</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>8 Secondary</td>
<td>Parking along street, Courthouse, Bullion between 9th and 10th</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>9 Secondary</td>
<td>Parking along street, Courthouse, Jones St between 9th and 10th</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>10 Secondary</td>
<td>Parking at County offices, Jones St &amp; 11</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>11 Secondary</td>
<td>Parking at History Museum</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>12 Secondary</td>
<td>Parking along Coakley Ave</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>13 Secondary</td>
<td>Parking at Park and Ride, Joe Howard St &quot;Park &amp; Ride&quot;</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td><strong>Parks and Recreation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 Primary</td>
<td>Mariposa Art Park “Art Park”</td>
<td>Vehicular navigation and Pedestrians</td>
</tr>
<tr>
<td>15 Secondary</td>
<td>Mariposa County Park “County Park”</td>
<td>Vehicular navigation and Pedestrians</td>
</tr>
<tr>
<td>16 Secondary</td>
<td>Mariposa Creek Parkway “Mariposa Cr Pkwy”</td>
<td>Vehicular navigation and Pedestrians</td>
</tr>
<tr>
<td>17 Tertiary</td>
<td>Stockton Creek Preserve/Stockton Reservoir Trail “Stockton Cr Trail”</td>
<td>Pedestrians</td>
</tr>
<tr>
<td><strong>Civic and Local Destinations, Basic Service and Amenities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 Primary</td>
<td>Hospital</td>
<td>Vehicular navigation and Pedestrians</td>
</tr>
<tr>
<td>19 Secondary</td>
<td>Airport</td>
<td>Vehicular navigation</td>
</tr>
<tr>
<td>20 Secondary</td>
<td>County Fairgrounds “Fairground”</td>
<td></td>
</tr>
<tr>
<td>21 Secondary</td>
<td>County Human Services</td>
<td></td>
</tr>
<tr>
<td>22 Secondary</td>
<td>County Jail</td>
<td></td>
</tr>
<tr>
<td>23 Secondary</td>
<td>Elementary School</td>
<td></td>
</tr>
<tr>
<td>24 Secondary</td>
<td>Health Department</td>
<td></td>
</tr>
<tr>
<td>25 Secondary</td>
<td>Mariposa County High School “High School”</td>
<td></td>
</tr>
<tr>
<td>26 Secondary</td>
<td>Mariposa County Government Center, Library, County Clerk, Courthouse, Fire Department “Mariposa Cty Govt Ctr”</td>
<td></td>
</tr>
<tr>
<td>27 Secondary</td>
<td>Senior Center “Senior Ctr”</td>
<td></td>
</tr>
<tr>
<td>28 Secondary</td>
<td>Sheriff’s Office “Sheriff”</td>
<td></td>
</tr>
<tr>
<td>29 Tertiary</td>
<td>California State Parks Office “CA State Parks”</td>
<td></td>
</tr>
<tr>
<td>30 Tertiary</td>
<td>Cemetery</td>
<td></td>
</tr>
<tr>
<td>31 Tertiary</td>
<td>Department of Motor Vehicles “Dept Motor Vehicles”</td>
<td></td>
</tr>
<tr>
<td>32 Tertiary</td>
<td>Forestry and Fire Protection</td>
<td></td>
</tr>
<tr>
<td>33 Tertiary</td>
<td>In Home Supportive Services</td>
<td></td>
</tr>
<tr>
<td>34 Tertiary</td>
<td>Mariposa Unified School District “School Dist Offices”</td>
<td></td>
</tr>
<tr>
<td>35 Tertiary</td>
<td>Mountain Crisis Services</td>
<td></td>
</tr>
<tr>
<td>36 Tertiary</td>
<td>Post Office</td>
<td></td>
</tr>
<tr>
<td>37 Tertiary</td>
<td>Laundromat</td>
<td></td>
</tr>
<tr>
<td>38 Tertiary</td>
<td>Pioneer Market?</td>
<td></td>
</tr>
<tr>
<td>39 Tertiary</td>
<td>Gas Stations?</td>
<td></td>
</tr>
<tr>
<td>40 Tertiary</td>
<td>ATM/Bank</td>
<td></td>
</tr>
<tr>
<td><strong>Visitor Attractions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41 Primary</td>
<td>(Future) Transportation Center</td>
<td></td>
</tr>
<tr>
<td>42 Secondary</td>
<td>California State Mining and Mineral Museum</td>
<td></td>
</tr>
<tr>
<td>43 Secondary</td>
<td>Hotels</td>
<td></td>
</tr>
<tr>
<td>44 Secondary</td>
<td>Mariposa Museum and History Center “History Museum”</td>
<td></td>
</tr>
<tr>
<td>45 Secondary</td>
<td>Potential Yosemite Conservancy Visitor Center “Yosemite Conserv Visitor Ctr”</td>
<td></td>
</tr>
</tbody>
</table>
Proposed Wayfinding System

<table>
<thead>
<tr>
<th>Hierarchy</th>
<th>Destination</th>
<th>Target Mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>56</td>
<td>Secondary</td>
<td>Rest Area</td>
</tr>
<tr>
<td>57</td>
<td>Secondary</td>
<td>Yosemite Mariposa Country Tourism Bureau</td>
</tr>
<tr>
<td></td>
<td></td>
<td>“Tourism Bureau”</td>
</tr>
</tbody>
</table>

Destination Names
To make signs clear and legible, destination names should be kept short. For example, “History Museum” could be used instead of Mariposa Museum and History Center.
Community Wayfinding Sign Examples

The Manual of Uniform Traffic Safety Control Devices (MUTCD) regulates the design, placement, and location of roadway guide signs and destination signs for consistency, legibility, and safety. Community Wayfinding Signs for drivers, as shown in the MUTCD, may incorporate community branding and colors. Many communities choose to take the branding a step further, particularly for pedestrian wayfinding systems or wayfinding in special districts, using custom shapes, logos, graphics, and colors. The images below and to the right show variety of community wayfinding signs. The examples illustrate branding and destinations on a single rectangular panel, the use of additional panels for branding, use of assembly with separate blades for destinations, and sign panels with distinctive shapes, colors, and surfacing treatments. Note that projects with federal funding must adhere to MUTCD standards.

Wayfinding Signage Basics

The speed of the traveler dictates much about a sign’s design: the amount of information that can be shown and understood, lettering sizes. Signs directed at motorists can provide only critical information and must be quickly and easily understood. Shapes and colors can be recognized quickly, but text must be minimal. Signs directed at pedestrians can include a wider range of imagery and lettering as they will be seen up close. Many of the examples in the following figures are for signs that are anticipated to take more time to understand, and yet provide added value with their unique look and branding.

It is assumed that wayfinding signs for Mariposa will embrace this higher level of detail and design in order to achieve the goals of the transportation center feasibility study, to enhance connectivity and access to services and destinations throughout Mariposa.

Figure 7.1 Sample wayfinding signs incorporating community branding

Figure 7.2 Example of varied sign shapes and assemblies (primarily pedestrian signs)

Figure 7.3 Examples of alternative materials that could be appropriate for branding, kiosks, or other special treatments

Figure 7.4 Ground-plane wayfinding elements that could be used to provide added messaging.

Bronze pavement markers. Can be inlaid in wet concrete or installed by driving and affixing with epoxy. The example on the far right, the marker with the tree, is used to indicate a walking tour route.

Galvanized, Stainless, and Corten (weathering) steel with shaped edges, and layered panels.

Sign assemblies with shaped edges, layered panels. Also double post, single post, and masonry foundation base options.

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Figure 7.1 Sample wayfinding signs incorporating community branding

Rectangular signs with branding integrated in single panel

Custom shaped branding panel, separate, and integrated

Panel incorporating shield and “historic” shapes

Sign providing parking options

Bronze pavement markers. Can be inlaid in wet concrete or installed by driving and affixing with epoxy. The example on the far right, the marker with the tree, is used to indicate a walking tour route.

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Galvanized, Stainless, and Corten (weathering) steel with shaped edges, and layered panels.

Sign assemblies with shaped edges, layered panels. Also double post, single post, and masonry foundation base options.
Branding Ideas, Sample Sign Layouts, Palette Choices

Mining and Western themes are common across California and the west, and just one part of the history of the area. The ecology and scenery of the Sierra Foothills, artistic traditions of the Miwok people, and of course the butterfly could provide inspiration for how Mariposa could be branded to encompass this wider history.

The imagery to the right was developed as a starting point for the graphic branding of Mariposa. Concurrently with this project, the County embarked on a county-wide branding effort.

Additional research and refinement will be necessary for any of the strategies. The graphics in this report are meant to generate ideas and are provided as initial draft concepts.

A simple graphic that can be rendered in one to two colors is proposed, to be paired with an iconic font.

Figure 7.5  Branding ideas and options

Options:
A: C. Medallions with butterfly, oak tree, foothills landscape + optional phrase.
B: Abstract graphic inspired by Miwok woven baskets.
C: Graphic reminiscent of foothills inspired by Miwok woven baskets.
D: Foothills landscape.
E: Butterfly, potentially on layered or laser-cut weathering steel panels.
Material and Post Options

Beyond the imagery on the signs, there are many other options for sign aesthetics, including:

- Shaped or straight edge panels, as mentioned above
- Single panel or separate destination blades
- Aluminum composite (typical) or materials with a more rustic or industrial chic finish: galvanized, stainless, or weathering steel
- Ground mounted with single or multiple posts

The images to the right show some ideas for materials, shapes, and mounting examples.

Options:
A. Single color panel with branding as separate or visually distinct piece
B. Branding panel with separate blades (maximum flexibility to update signs)
C. Single color panel with screened back branding images
D. Color-coding on a single sign panel to indicate districts
E. More subtle color-coding with time and distance for pedestrian trips
F. Use of cartographic symbols provide supplemental information like amenities
Nuts and Bolts

Along with the imagery and sign shape decisions, lettering for the branding portion of the signs and color palettes must be selected. The images to the right provide some options to choose from. It is recommended that the destinations and sign information (e.g., destinations) be in the Clearview Highway font, per MUTCD (note recent reinstatement of interim approval).

Symbol Library

As shown to the right, amenity icons or symbols are proposed. The following destinations can be depicted with standard sign symbols, thereby reducing the amount of text on sign and reducing sign clutter.

- Airport
- Sheriff
- Transit/bus
- Restrooms
- Restaurant
- Hotel
- Information
- Post office
- Laundry
- Gas
- Accessible

Standards for Measuring Time and Distance

To the pedestrian who will depend on wayfinding signs, the approximate time to reach a destination is likely a more useful measurement than distance. Including travel time also serves pedestrian encouragement efforts by discreetly pointing out how quick it is to travel on foot.

Distance

There may be more possible destinations that could be included in a wayfinding assembly than space available for them. The destination hierarchy should guide planners when deciding at what distance destinations should be included on wayfinding signs. Suggested distance guidelines for the destination hierarchy are displayed Table 2. In practice, the distance at which each destination appears on wayfinding signs will require the judgment.

Time estimates are less useful for distances over 1.5 miles (30 minutes). If times over 30 minutes are included, they should be rounded to the next 5 minutes (e.g., 42 minutes becomes 45 minutes).

Time

Pedestrian travel time can be included in wayfinding signs as a standard feature to reinforce the concept that many destinations can be reached on foot within a reasonable amount of time. A 3 mph average speed may be used to estimate travel time for a typical person. Google Maps can be used to calculate time, as it takes topography, traffic signals, and other factors into account and can also be used to estimate bicycle travel time. If needed, the formula for calculating travel time is shown below:

\[
\text{Time} = \frac{\text{Distance} \times 60}{\text{Speed}}
\]

Measure-to Points

For vehicular navigation, the distance to towns is typically measured to the city’s center point—or the civic/commercial center if that is more logical—as is the practice in highway wayfinding. For pedestrian wayfinding, measure distance to the nearest main entrance relative to the approach direction.

Figure 7.9 Palette options

Branding lettering/font choices and sample pairings

Table 2. Destination Hierarchy

<table>
<thead>
<tr>
<th>Distance</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Closest</td>
<td>Pedestrian travel time should be included.</td>
</tr>
<tr>
<td>Moderate</td>
<td>Travel time can be included as a standard feature.</td>
</tr>
<tr>
<td>Farthest</td>
<td>Travel time may not be as useful.</td>
</tr>
</tbody>
</table>

Color palette choices

Palatte options

Figure 7.8

Next Steps

1. Finalize branding and sign panel concepts: imagery, shapes, legend, layout, and materials based on team and client input
2. Finalize destination hierarchy
3. Create a draft wayfinding plan map and/or tables, based on circulation plans, to locate signs
**Existing Sign Locations**

Table 2: Existing Signs, Hwy 140 Northbound

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>CONTENT</th>
<th>VISUAL DETAILS</th>
<th>NOTES</th>
</tr>
</thead>
</table>
| Junction of CA-49 and 140 | • Yosemite, Sonora (straight)  
• Merced (left)  
• Hospital  
• Truck Route (straight and x)  
• Junction signs: 49/140 | • MUTCD White on green aluminum panel  
• MUTCD White on blue aluminum panel | Location offers opportunity for gateway treatment: more welcoming entry, branding, destination info, confirmation of parking, transit connections etc. |
| 5th and Main | • Parking (left)  
• Opportunity to indicate public/paid parking, whether it accommodates oversize vehicle, etc. | • MUTCD White on brown aluminum panel | Propose a blue sign instead |
| 6th and Main | • Parking (right)  
• YARTS stop | • MUTCD White on brown aluminum panel | See notes on parking above  
No advance indication or confirmation for stop, sign is undersized and stop is nondescript |
| 7th and Main | • Parking (right) | • MUTCD White on brown aluminum panel | See notes on parking above |
| 250’ south of 11th ST | • Mariposa County Courthouse (right)  
• Historical landmark indicator, brown on buff. | | Could be grouped with signs to north, location is an opportunity to indicate the boundary of a Civic District |
| 200’ south of 11th ST | • Mariposa Sheriff | • MUTCD White on blue aluminum panel | See note above about Civic District |
| 11th St | • Event banner | • Attached to light pole | Opportunity to coordinate with pedestrian wayfinding branding |
| 12th ST | • History Center (left)  
• Rest area (left)  
• Bus symbol (left) | • MUTCD White on brown aluminum panel  
• MUTCD White on blue aluminum panel  
• MUTCD White on blue aluminum panel | Collection of signs here is cluttered, would benefit from reorganization  
Propose reducing speed limit to 25 mph until edge of town |
| 565’ south of Jones St | • Chamber of Commerce (right) | • MUTCD White on green aluminum panel | Opportunity to group with other signs to the north to reduce sign clutter enhance effectiveness |
| 350’ south of Jones St | • Truck route (straight and left) | • MUTCD White on blue aluminum panel | Opportunity to group with other signs in general vicinity to reduce clutter and enhance effectiveness |

**LOCATION** | **CONTENT** | **VISUAL DETAILS** | **NOTES** |
|----------------|---------|----------------|-------|
| 335’ south of Jones St | • Highway patrol symbol (left)  
• Airport symbol (right) | • MUTCD White on blue aluminum panel  
• MUTCD White on green aluminum panel | Opportunity to group with other signs in general vicinity  
Opportunity to group with other signs in general vicinity |
| Jones St and Main | • CA 49 North (left) | | |
| 200’ south of Jones St | • Churches of Mariposa | • Custom wooden sign, black on white | Signs appears as drivers leave town, consider relocation within town on south or west entries |
| 140’ north of Jones | • Speed limit 35 mph | | |
| 175’ north of Jones Rd | • Vehicles over 45 FT total length prohibited 20 miles ahead | • Black on white | |
| 300’ north of Jones Rd | • END + Truck route symbol, 4 miles ahead | • MUTCD White on blue aluminum panel | |
| 450’ north of Jones Rd | • Midpines, El Portal, Yosemite mileage | • MUTCD White on green aluminum panel | |
| 500’ north of Jones Rd | • Smith Rd (left)  
• Hospital + Senior Center (left) | • Street sign, MUTCD White on green aluminum panel  
• MUTCD White on blue aluminum panel | |

---

**Final Draft — August 2019**  
Mariposa Transportation Center + Active Transportation Feasibility Study — Opticos Design, Inc. © 2019
Table 3: Existing Signs, Hwy 140 Southbound

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>CONTENT</th>
<th>VISUAL DETAILS</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Yosemite Hwy/SR 140 at Smith Rd</td>
<td>John C. Fremont Hospital (right)</td>
<td>White on brown, wooden sign with frame</td>
<td>Sign is not MUTCD compliant.</td>
</tr>
<tr>
<td>200’ south of Smith Rd</td>
<td>Active Warning Stop sign ahead</td>
<td>MUTCD White on green aluminum panel</td>
<td></td>
</tr>
<tr>
<td>450’ south of Smith Rd</td>
<td>Jct 49 (straight and right)</td>
<td>MUTCD White on green aluminum panel</td>
<td></td>
</tr>
<tr>
<td>500’ south of Smith Rd</td>
<td>Warning sign. Pedestrians Next 1 Miles</td>
<td>Location offers opportunity for gateway treatment: more welcoming entry, branding, destination info, confirmation of parking, transit connections etc.</td>
<td></td>
</tr>
<tr>
<td>375’ north of Golden Chain Hwy 49</td>
<td>Highway patrol symbol (straight and right)</td>
<td>MUTCD White on green aluminum panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Airport symbol (right)</td>
<td>MUTCD White on green aluminum panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Coulterville/Sonora (right)</td>
<td>MUTCD White on blue aluminum panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tourist Information (left)</td>
<td>MUTCD White on green aluminum panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Truck route (straight and left)</td>
<td>MUTCD White on green aluminum panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MUTCD White on blue aluminum panel</td>
<td>MUTCD White on blue aluminum panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MUTCD White on blue aluminum panel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South of SR 140/49 junction</td>
<td>Speed limit 30 mph</td>
<td>Propose consistent speed limit of 25 mph throughout town</td>
<td></td>
</tr>
<tr>
<td>X’ south of museum entry</td>
<td>Event Banner</td>
<td>Attached to power-pole in front of H &amp; L Lumber</td>
<td>Opportunity to coordinate with branding</td>
</tr>
<tr>
<td>X’ north of museum entry</td>
<td>History Center (left)</td>
<td>MUTCD White on brown aluminum panel</td>
<td>Sign is small and visually insignificant</td>
</tr>
<tr>
<td>X’ north of museum entry</td>
<td>Warning sign. Pedestrians</td>
<td>Planned Caltrans crossing improvements should help effectiveness of crossing, revisit need for sign after improvements has been in place for at least 6 mo.</td>
<td></td>
</tr>
<tr>
<td>X’ north of museum entry</td>
<td>Speed limit 30 mph</td>
<td>Propose consistent speed limit of 25 mph throughout town</td>
<td></td>
</tr>
<tr>
<td>At museum entry</td>
<td>Museum (two separate signs)</td>
<td>Color on white, wooden frame</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ATM</td>
<td>Blue and white</td>
<td></td>
</tr>
<tr>
<td>X’ south of museum entry</td>
<td>Rest Area (right) Warning sign. pedestrians</td>
<td>MUTCD White on blue aluminum panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bus icon (right)</td>
<td>MUTCD White on blue aluminum panel</td>
<td>See note above on Caltrans improvements</td>
</tr>
<tr>
<td>North of Don Rubens Mexican restaurant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crosswalk at 11th St</td>
<td>Yield to pedestrians</td>
<td>Very small sign</td>
<td></td>
</tr>
<tr>
<td>Corner of 10th St</td>
<td>Event Banner</td>
<td>Attached to power-pole in front of Stage Stop</td>
<td></td>
</tr>
<tr>
<td>Corner of 10th St</td>
<td>Post office (right)</td>
<td>MUTCD White on blue aluminum panel</td>
<td>No advance warning</td>
</tr>
<tr>
<td>South of 10th St</td>
<td>Speed limit 25 mph</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corner of 8th St</td>
<td>Mariposa Sheriff’s Department (left)</td>
<td>MUTCD White on blue aluminum panel</td>
<td>No advance warning</td>
</tr>
<tr>
<td></td>
<td>YARTS sign (south-bound)</td>
<td>No advance indication or confirmation for stop, sign is undersized and stop is nondescript</td>
<td></td>
</tr>
<tr>
<td>Corner of 6th St</td>
<td>Parking (right)</td>
<td>Sign is difficult to see</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Speed limit 35 mph</td>
<td>Extend lower speed limit junction</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SR 140 W/Merced (straight)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SR 49 S/Oakhurst (left)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Truck route (straight and left)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Parking

Parking Analysis Framework

Parking in Mariposa is influenced by a number of physical and land use conditions that determine parking supply and demand. Understanding these variables is important for understanding how the Transportation Center project will change conditions of the urban environment such as the design of streets to incorporate multi-modal and complete street approaches, placemaking or generation of a new activity center, and new connectivity that will impact both the availability and demand for parking surrounding the Transportation Center.

From a parking demand perspective, the need for parking is always greater at major activity centers. Field observations and data analysis show this is the case in Mariposa, as parking demand varies by user and activity center. Weekday demand is higher in the Core Focus Area and weekend demand is higher in the Main Street Focus Area. Demand also varies by season – with summer weekdays and weekends seeing and uptick in demand from both locals and tourists.

However, based on field observations and occupancy counts, there is significant parking capacity throughout the system. The only area to hit peak occupancy rates at or above 85% were in the Historic Downtown on the weekend before noon and in the Core Focus Area on weekdays before 2:00 PM. At this time, there are open and available spaces just a few blocks from the areas. Parkers should be directed to these open and available parking locations with new wayfinding and directional signage.

Why 85% Occupancy? (callout)
An occupancy rate of 85% means each block or facility has a couple of open spaces at any given time, ensuring parkers can easily find parking and avoid circling to look for an open space.

Enforcement

Particularly when implementing new parking regulations and policies, deliberate parking enforcement activities are important to effectively manage the parking system, facilitate turnover, and increase parking capacity. Enforcement also requires a level of customer service for the public. Therefore, making parking enforcement more customer service friendly by taking an “ambassador-style” rather than a punitive approach is a recommended strategy. Further, eliminating the charge for first offenses but charging progressively higher fines for habitual parking offenders creates a more positive enforcement environment. If paid parking is implemented, it could fund the enforcement program.

During field observations, Walker did not observe enforcement of the existing on-street parking regulations.

Integrating Parking Management

Parking is dynamic. To be administered effectively the parking system must be actively monitored and managed. Such monitoring, management, and policy adjustments are not only orders of magnitude less expensive than building more parking spaces, they are more effective and are necessary even if more parking spaces are constructed.

Proper management of a municipal parking operation, particularly one like Mariposa’s that must serve visitors and residents includes enforcement, financial, operational, and public relation issues. It is useful for a public parking operation to have someone who is accountable for overseeing the parking operation to ensure the success and financial soundness of the parking system. Specifically, for long-term recommendations to be effectively implemented, such as paid parking, Mariposa would benefit from a staff member whose responsibilities it is to consistently monitor parking occupancy rates to determine when adjustments to time limits, paid parking prices, enforcement policies, and the policies and signage governing the use of parking spaces are appropriate. Then identify and implement such adjustments.

The main recommendation of the study is that it is a better strategy to generate convenient parking access to all activity centers – downtown, civic center and town center, through effective management of parking capacity all over town. A parking structure will by contrast concentrate access to one area of the town in detriment of others.

Picking Recommendations by Focus Area

Main Street Focus Area

Most parking spaces in this area are restricted to two hours. Demand in this area is associated with tourism activity visiting shops, bars, and restaurants. At specific locations on and near Main Street, occupancy rates were at or above 85 percent. However, ample parking availability was observed within a short walk of Main Street, especially in off-street facilities. Insufficient wayfinding for these off-street lots contributes to low utilization of this available capacity.

Short-Term

• BImprove wayfinding of off-street public parking facilities, directing parkers to their availability.
• BCreat a district map with parking opportunities for visitors planning a trip.
• BRestripe all parking stalls in off-street parking lots for clarity and to promote efficiency of the lot.
• BRepair or repair asphalt, or apply for funds to improve parking lots.
• BControl or passively calm the intersection of 6th & Main to allow drivers to navigate parking, read signs, and wayfinding.
• BReorganize and institutionalize the parking district by adding funding and increase service area.
• BThrough the parking district, analyze and reform parking requirements downtown to ensure they are appropriately promoting economic development and mobility goals.
Medium-Term

- Build out 6th Street parking lot with connections to the 5th Street parking lot to add more capacity (see Figure 1).
- Add electric vehicle charging stations to parking lots.
- Build trail path and angle parking on Storming Road along Mariposa Creek.
- Implement additional 2-hour zones in high demand locations to promote turnover.

![Figure 1: Connection between 5th Street and 6th Street Parking Lots](source: Opticos Design, Inc.)

Long-Term

- Increase parking capacity by managing parking, adding more hourly restrictions and paid parking that balances user demand and utilization of on and off-street parking supply.
- Formalize and stripe on-street parking along Main Street between the historic district and the Transportation Center district, to increase parking capacity, as an extension of Main Street design improvements (sidewalks, landscaping and ped crossings) along Hwy 49.
- Improve wayfinding, alerting parkers to off-street parking options.

Parking District (callout)
The current parking district in Mariposa is made up of four private parking lots with four owners who have leased the properties to the County for 25 years, and the lease is ending. Little maintenance has been performed on the lots, and drainage issues have been reported. Parking in the four lots is free to the public.

A parking district serve as an effective method to fund parking improvements and therefore provide better access to the public, a study should be conducted to design and implement an expanded parking district program in the downtown historic core area. The district should have a fee per stall, and businesses are assessed based on how many parking spaces are required per code. If the businesses supply parking, they receive a credit, and if not, they pay a fee per space to the district. The revenue received should fund parking facility maintenance and other improvements in the district, such as new equipment, wayfinding signage, and pedestrian improvements. A board of directors and members should be in place to manage the district.

Mariposa Transportation Center Focus Area

Parking in this area is not restricted. Most parking serves County employees who are unable to park in the off-street lot behind the County Government Center or near the other County buildings.

Short and Medium-Term

- Add parking capacity through angle parking at the following locations:
  - Along 11th Street, on north side of Transportation Center site, include ADA Parking
  - Along Bullion and 10th Street, on remaining sides of Transportation Center site with restrictions.
  - Include ADA parking
- Implement time restrictions between 9th Street and 12th Street between Bullion Street and Main Street to avoid Park & Ride activity and county employee parking at the Transportation Center.
- Introduce parking time restrictions along Coakley Circle and the Rest Area lot to increase turnover and divert Park & Ride users to designated Park & Ride lot. Add wayfinding to Park & Ride lot.
- Review opportunities to share parking with private lots.
**Long-Term**

**Option A:**
- Add further time restrictions, such as 1-hour parking, and/or paid parking, as necessary, to increase turnover and divert long-term stays to the Park & Ride lot.
- Divert long-term parkers visiting Yosemite National Park to underutilized off-street facilities.

**Option B**
- If parking is still a challenge throughout the system after all other management strategies have been implemented (Option A), add long-term capacity through construction of parking structure at Transportation Center.
- Analyze on-street restrictions including time limited and paid parking to manage demand and move visitors and long-term parkers to garage.

**Core Focus Area**
Parking in this area is unrestricted. There is perpendicular or angle parking along streets surrounding the courthouse, library, and most county service departments and an off-street parking lot next to the County Government Center. Most parking serves County employees and has a steady peak demand throughout the weekday. During the weekend, parking is largely unoccupied.

**Short and Medium-Term**
- Offer Transportation Demand Management program incentives for workers and jurors to encourage carpooling and transit and decrease the number of single occupancy vehicles to the area.

**Long-Term**
- Increase turnover and capacity by implementing paid parking.
- Add smart parking meters and pay by license plate capabilities.

**Expanded Focus Area**

**Major Change Scenario**

**Sale of YART’s Park & Ride Facility**
YARTS has indicated that the agency may sell the existing Park & Ride facility located on Joe Howard Street. Currently this Park & Ride facility has 46 standard parking spaces, four ADA spaces and four extended spaces to accommodate recreational vehicles. Field observations show that for most of the day occupancy of the facility is less than 22% capacity. The parking demand for the Park & Ride lot was consistently occupied with between 14 and 16 cars. However, at 4pm there were 33 cars parked temporarily during school pick up.

If YARTS does sell the Park & Ride facility, it will still be necessary, from an accessibility standpoint, to have a transit stop in the northern part of Mariposa. There are several options to absorb the current parking demand to serve this area:
- At the peak demand hour for the Park & Ride facility, there were 50 spaces that were typically observed vacant on Coakley Circle that could absorb the demand. However, this would put long-term parkers near a retail area, which decreases turnover and the number of customers that can park and visit retailer during the day.
- Park & Ride demand could also be accommodated on Joe Howard Street; however, the street is narrow with no shoulders, so it is necessary to evaluate the feasibility for on-street parking at this location. One possibility is changing Joe Howard Street into a one-way with on-street parking to accommodate Park & Ride demand.
- Converting parking around the future Transportation Center site to angle parking including:
  - Along 11th Street, on north side of Transportation Center site, include ADA Parking
  - Along Bullion and 10th Street, on remaining sides of Transportation Center site with restrictions.
  - Include ADA parking
- The parking lot on Jones Street next to the Visitor’s Center sits vacant and is a potential alternative Park & Ride facility. This is a private lot and it is unknown if it could be acquired at this time.

**Regulation of Vehicles Entering Yosemite National Park**
The supply and demand section of this report demonstrates that the City does not need a parking garage at this point in time. An important question is, under what circumstances could the City reach the point of needing a parking structure?

Over the long-term, Yosemite National Park (YNP) may decide to control the number of private vehicles entering the Park. At that point, the Town of Mariposa will see an increase in the demand for parking from park goers who will park their vehicle in Mariposa and ride some form of mass private or public transportation into YNP.

In this scenario, options to accommodate the increased demand include:
- Add Park & Ride capacity at additional locations, which could include:
  - Visitors’ Center parking lot on Jones Street (currently a private lot)
  - Mariposa County High School (on non-school or school event days)
  - Build capacity at the three public lots on 5th Street 6th Street and Stroming Road
- Review opportunities to share parking with private lots
- Build a parking structure:
  - Because building a parking facility is a sizable investment, it is recommended that the County, in partnership with YNP, undertake a study to determine the total demand for parking that would occur in Mariposa as a result of controlling the number of vehicles in Mariposa. Once the demand is calculated, a feasibility analysis is recommended to understand the long-term costs and revenues associated with a new parking facility to evaluate if it financially sustainable.
Any investment in adding more off-street parking supply should include a parallel policy of managing on-street parking supply through paid parking and enforcement to maintain and increase parking turnover and drive long-term parkers to off-street facilities.
### Historic Downtown Area

#### Urban Environment Characteristics

<table>
<thead>
<tr>
<th>Existing Conditions</th>
<th>User Group and Demand Variation</th>
<th>Parking Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Small blocks, narrow streets, and buildings with historic value.</td>
<td>• Main user group are tourists: o Year-round visitors from California, and o Domestic and international visitors during the summer season.</td>
<td>• Most parking demand associated with tourism activity visiting shops, bars and restaurants.</td>
</tr>
<tr>
<td>• Short blocks allow for frequent pedestrian crossings and walking on both sides of Main Street.</td>
<td>• Highest level of demand and activity during summer season, and on weekend days.</td>
<td>• Shortages of parking at specific locations, during periods of highest demand.</td>
</tr>
<tr>
<td>• Slope conditions create uneven surfaces and differences in grade between street and sidewalk.</td>
<td>• Lowest level of demand and activity during off-season and on weekdays.</td>
<td>• But ample availability within a short walk of Main Street, especially in off-street facilities.</td>
</tr>
<tr>
<td>• Land uses are characterized by retail and souvenir shops, bars and restaurants, and lodging. With some professional services and convenience shopping.</td>
<td>• Intermediate level of demand and activity during weekends and shoulder season.</td>
<td>• Most 2-hour parking areas on Main Street and side streets, experience high demand and turnover.</td>
</tr>
<tr>
<td>• There is limited parking availability on Main Street (parallel parking), additional parking on side streets (angle and parallel), and on off-street lots (angle parking).</td>
<td>• Access to transit service on north end of district at the Mariposa County Park and Ride and a bus stop at 7th Street, near the historic core.</td>
<td>• No visible enforcement of 2-hour parking rules.</td>
</tr>
<tr>
<td>• Access to transit service on north end of district at the Mariposa County Park and Ride and a bus stop at 7th Street, near the historic core.</td>
<td>• There is limited parking availability on Main Street (parallel parking), additional parking on side streets (angle and parallel), and on off-street lots (angle parking).</td>
<td>• Insufficient wayfinding for off-street lots contributes to low utilization of available capacity.</td>
</tr>
</tbody>
</table>

#### Short-Term Scenario

<table>
<thead>
<tr>
<th>Existing Conditions</th>
<th>User Group and Demand Variation</th>
<th>Parking Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• No changes in design of Main Street.</td>
<td>• No changes to user group and demand patterns</td>
<td>• Revamp existing parking district by adding funding and increase service area.</td>
</tr>
<tr>
<td>• Improvements at intersections to protect pedestrians, such as bulb-outs and new crossings.</td>
<td></td>
<td>• Through the parking district, eliminate parking requirements downtown to promote investment and renovation.</td>
</tr>
<tr>
<td>• Outfitting intersections for ADA compliance by adding ramps and crossings.</td>
<td></td>
<td>• Improve wayfinding of off-street public parking facilities, directing parkers to their availability.</td>
</tr>
<tr>
<td>• Improve crossings and sidewalks to connect historic downtown with hotels immediately north and south of district.</td>
<td></td>
<td>• Create lots recognizable names to improve wayfinding.</td>
</tr>
<tr>
<td>• Create a marketing campaign to promote downtown retail activities, and new businesses.</td>
<td></td>
<td>• Create a district map with parking opportunities for visitors planning a trip.</td>
</tr>
<tr>
<td>• Continuous façade and sidewalks.</td>
<td></td>
<td>• Create circulation patterns for upper and lower side of Main Street focusing on providing right turns circuit to find parking.</td>
</tr>
<tr>
<td>• Add landscaping features to enhance the pedestrian environment.</td>
<td></td>
<td>• Restripe all parking stalls for clarity and to promote efficiency of the lot.</td>
</tr>
<tr>
<td>• Control or passively calm the intersection of 6th &amp; Main to allow drivers to navigate parking, read signs, and wayfinding.</td>
<td>• Revamp or restart parking enforcement program.</td>
<td>• Repave or repair asphalt or apply for funds to improve parking lots.</td>
</tr>
</tbody>
</table>

#### Mid-Term Scenario

<table>
<thead>
<tr>
<th>Existing Conditions</th>
<th>User Group and Demand Variation</th>
<th>Parking Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Add bus stop @ 4th Street to improve access to Arts Park, hotels and downtown retailers.</td>
<td>• Attract more visitors coming to town, resulting in increased parking demand.</td>
<td>• Build out 6th Street parking lot.</td>
</tr>
<tr>
<td>• Connect 5th Street parking lot with 6th Street lot by removing building structure along Mariposa Creek.</td>
<td>• Visitors spending more time per visit.</td>
<td>• Add EV charging stations to parking lots.</td>
</tr>
<tr>
<td></td>
<td>• Increased pedestrian traffic.</td>
<td>• Build trail path and angle parking on Stroming Road along Mariposa Creek.</td>
</tr>
<tr>
<td></td>
<td>• Increased demand later in the day from hotels, bars and restaurants.</td>
<td>• Implement additional 2-hour zones in high demand locations to promote turnover.</td>
</tr>
</tbody>
</table>

#### Long-Term Scenario

<table>
<thead>
<tr>
<th>Existing Conditions</th>
<th>User Group and Demand Variation</th>
<th>Parking Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Add density downtown.</td>
<td>• More convenient shopping services for locals.</td>
<td>• Increase parking capacity by managing parking adding more restrictions including paid parking.</td>
</tr>
<tr>
<td>• Build new affordable housing units atop ground floor retail.</td>
<td>• Higher year-round demand at bars and restaurants.</td>
<td>• Add smart parking meters and pay by license plate capabilities.</td>
</tr>
<tr>
<td></td>
<td>• Regional weekend destination.</td>
<td>• Create a parking app.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Improve wayfinding signage.</td>
</tr>
</tbody>
</table>
## Urban Environment Characteristics

- **Upper town section of city, defined by Bullion and Jones Streets.**
- Continues urban grid of small blocks and narrow streets with some gaps in network at 9th and 10th Street, leading to the courthouse, due to topography issues.
- Lack of sidewalks and definition between public and private realm on street.
- Differences in grade between street, and sidewalks in some places.
- Mix of residential, government (county office) and cultural amenities such as county library and historic courthouse building.
- Perpendicular or angle parking along streets surrounding courthouse, library and most county service departments.
- Off-street parking at main County Office.
- Walking access to Main Street via 8th or 11th Streets.

## User Group and Demand Variation

- Main user groups are locals, town residents and county residents, coming to do errands at county offices, water and power districts, and courthouse, as well as employees of these facilities.
- High demand during weekdays, especially on Tuesdays when new juries report to the courthouse.
- Very low demand during weekends. Few visiting the library, and tourists visiting the courthouse building.

## Parking Management

- Angle and perpendicular parking on all four sides of courthouse park, and along sides of county library.
- Off-street parking lot at Mariposa County building complex.
- Angle and perpendicular parking in front of other county departments – probation office, county clerk, and fire department.
- Most parking is for extended time and seems to serve employees.
- Temporary parking mostly in front of library, although no time restrictions posted.

### Short-Term Scenario

- Transit Center site opens up the possibility to connect Civic Center with Main Street, and direct access via YARTS.
- Develop transit center site as park and public space amenity.

### Mid-Term Scenario

- Additional public park amenities in the Transportation Center site.
- Visitor Center kiosks or pavilion to get YNP information and pre-payment of park entrance.

### Long-Term Scenario

- Increased usage of Transportation Center to access YNP.
- Transportation services to park with priority access.
- Park visits by reservation only.

<table>
<thead>
<tr>
<th>Existing Conditions</th>
<th>User Group and Demand Variation</th>
<th>Parking Management</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B</strong> Upper town section of city, defined by Bullion and Jones Streets.</td>
<td><strong>B</strong> Main user groups are locals, town residents and county residents, coming to do errands at county offices, water and power districts, and courthouse, as well as employees of these facilities.</td>
<td><strong>B</strong> Angle and perpendicular parking on all four sides of courthouse park, and along sides of county library.</td>
</tr>
<tr>
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</tr>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>B</strong> Off-street parking at main County Office.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B</strong> Walking access to Main Street via 8th or 11th Streets.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Option A

- Add 1-hour parking, and/or paid parking, as necessary, to increase turnover and divert long-term stays to the Park & Ride lot.
- Add smart meters and pay by license plate capabilities.
- Divert long-term parkers visiting YNP to underutilized off-street facilities.

### Option B

- If parking is still a challenge with Option A, add long-term capacity through construction of parking structure at Transportation Center.
- Analyze on-street restrictions including time limited and paid parking to manage demand and move visitors and long-term parkers to garage.
### Urban Environment Characteristics

#### Existing Conditions
- Mid-section of town.
- More suburban in character with large blocks that do not follow the original street grid pattern, more auto-oriented.
- Above the creek on a terrace.
- Connected to main street via Coakley Circle/12th Street.
- Concentration of convenient shopping and services – Pioneer Market, O’Reilly Auto Parts, guns and smoke, Post Office, Credit Union and banks.
- Center of town for locals and residents of county.
- Close to higher density housing along Joe Howard Street – Mariposa Terrace Apartments.
- Rite Aid pharmacy, carwash and laundromat nearby, up the hill.
- Major bus stop and unofficial park & ride activity for YARTS.

#### Short-Term Scenario
- Increase safe pedestrian connection by providing a safe crossing between Rest Area lot and Pioneer Market.
- Implement traffic calming measures to slow down Coakley Circle.

#### Mid-Term Scenario
- Build pedestrian connections to YARTS park & ride to town center for riders’ access to shopping and services.

#### Long-Term Scenario
- Add residential density to Joe Howard Street, and include new affordable housing units.
- Consolidate Town Center as the center of town for locals.

### User Group and Demand Variation

#### Existing Conditions
- Service area for town residents and locals in surrounding county area.
- Post office provides connection with outside world for personal and business affairs, and e-commerce.
- Higher activity in the afternoon and evening, on weekdays.
- All day activity during weekend days.
- Potentially, higher demand and activity during the summer season due to additional bus service from YARTS and tour buses.

#### Short-Term Scenario
- Increased use by residents of town and nearby county communities.

#### Mid-Term Scenario
- Increased use by local residents and nearby county communities.
- Increased use by visitors stopping at Transportation Center and History Museum.

#### Long-Term Scenario
- Higher demand during summer season from tourists visiting History Museum and Transportation Center.
- Continuous year-round demand from locals.

### Parking Management

#### Existing Conditions
- Off-street parking availability at Pioneer Market and Rest Area lot by the Mariposa Museum & History Center.
- Off-street parking at Post Office and O’Reilly Auto Parts.
- On-street parking along Coakley Circle.
- No parking restrictions on Rest Area lot or on street.
- Presence of Taco Trucks parking on Coakley Circle and Rest Area lot, potentially without permit.
- Park & ride activity occurring at Rest Area lot, as opposed to Mariposa County Park & Ride (YARTS).
- Longer length of stay observed than historic downtown core.

#### Short-Term Scenario
- Introduce parking time restrictions along Coakley Circle and Rest Area lot to increase turnover and divert park & ride users to Mariposa County PR lot.
- Add signage to encourage parkers to use PR lot.
- Start parking enforcement program.

#### Mid-Term Scenario
- Review parking management and enforcement program and update accordingly.

#### Long-Term Scenario
- Review parking management and enforcement program and update accordingly.
- Review opportunities to share parking with private lots.
- Add further time restrictions, such as 1-hour parking, and/or charge for parking, as necessary, to increase turnover and divert long-term stays to the Park and Ride lot.
As part of Phase 1 of the analysis, LSC Transportation Consultants, Inc conducted parking observations in Mariposa in 2015. Observations included an evaluation of parking demand and turnover. Given that the data is over three years old, Walker conducted an update of the parking study in the fall of 2018 to help inform the Transportation Center Feasibility analysis.

METHODOLOGY

Walker conducted field work in Mariposa on a weekend day and a weekday. The weekend day field work occurred on Saturday September 1, 2018 (Labor Day weekend). This day represents a busy summer weekend day, as the Labor Day holiday is a popular time for tourism in the area. The weekday field work occurred Tuesday October 30, 2018, which represents a typically busy weekday, capturing weekday employee parking demand. Walker evaluated parking supply, demand, parking patterns, and length in the study area.

PARKING SUPPLY

Walker collected the parking inventory (number of spaces) of both the on-street and off-street parking facilities in the study area using a combination of GoogleEarth imagery and on-site verification. For unmarked parking spaces, Walker evaluated capacity using a combination of observed occupancy and standard stall length dimensions.

Figure 1 displays the study area, which is grouped into eight sub-areas, consistent with the 2015 study. Walker expanded the study area that was evaluated in 2015, specifically in the Downtown East, Main Street, Courthouse, and Museum sub-areas.

The following table illustrates the parking supply in the study area, by sub-area. There is a total of 945+ standard spaces, 34+ ADA spaces, and 10+ spaces designated for RV/buses.
Table 1: Parking Inventory by Sub-area

<table>
<thead>
<tr>
<th>Sub-Area</th>
<th>Standard</th>
<th>ADA</th>
<th>RV/bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown East</td>
<td>110</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Main Street</td>
<td>90</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Downtown West</td>
<td>82</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Creek</td>
<td>52</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Central Highway</td>
<td>59</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>County Center &amp; Courthouse</td>
<td>188</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>History Museum &amp; Town Center</td>
<td>266</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>North Town and Park &amp; Ride</td>
<td>98</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>945</td>
<td>34</td>
<td>10</td>
</tr>
</tbody>
</table>


PARKING DEMAND

Walker conducted parking occupancy counts in the above referenced study area on Labor Day weekend (Saturday September 1, 2018) and a typically busy weekday (Tuesday October 30, 2018).

WEEND DEMAND

During the weekend day count, Walker performed hourly counts in the full study area from 10:00AM to 6:00PM. To evaluate weekend evening demand, from 7:00PM to 9:00PM, Walker also performed counts in the historic downtown area (Downtown East, Main Street, and Downtown West sub-areas).

Table 2 summarizes the utilization rate by sub-area at each of the times parking was surveyed. The table is followed by a series of maps in Figure 2, Figure 3 and Figure 4, which display occupancy at 2:00PM, 4:00PM, and 6:00PM.

Table 2: Parking Occupancy – Saturday September 1, 2018

<table>
<thead>
<tr>
<th>Sub-Area</th>
<th>10:00 AM</th>
<th>11:00 AM</th>
<th>12:00 PM</th>
<th>1:00 PM</th>
<th>2:00 PM</th>
<th>3:00 PM</th>
<th>4:00 PM</th>
<th>5:00 PM</th>
<th>6:00 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown East</td>
<td>72%</td>
<td>59%</td>
<td>24%</td>
<td>50%</td>
<td>51%</td>
<td>41%</td>
<td>46%</td>
<td>50%</td>
<td>67%</td>
</tr>
<tr>
<td>Main Street</td>
<td>35%</td>
<td>52%</td>
<td>29%</td>
<td>47%</td>
<td>40%</td>
<td>38%</td>
<td>43%</td>
<td>51%</td>
<td>51%</td>
</tr>
<tr>
<td>Downtown West</td>
<td>76%</td>
<td>94%</td>
<td>70%</td>
<td>72%</td>
<td>77%</td>
<td>56%</td>
<td>56%</td>
<td>47%</td>
<td>58%</td>
</tr>
<tr>
<td>Mariposa Creek</td>
<td>30%</td>
<td>43%</td>
<td>19%</td>
<td>9%</td>
<td>9%</td>
<td>11%</td>
<td>9%</td>
<td>9%</td>
<td>7%</td>
</tr>
<tr>
<td>Central Highway</td>
<td>*</td>
<td>*</td>
<td>3%</td>
<td>0%</td>
<td>5%</td>
<td>2%</td>
<td>7%</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>County Center &amp; Courthouse</td>
<td>20%</td>
<td>11%</td>
<td>13%</td>
<td>12%</td>
<td>10%</td>
<td>10%</td>
<td>11%</td>
<td>14%</td>
<td>18%</td>
</tr>
<tr>
<td>History Museum &amp; Town Center</td>
<td>15%</td>
<td>37%</td>
<td>37%</td>
<td>42%</td>
<td>37%</td>
<td>36%</td>
<td>39%</td>
<td>25%</td>
<td>21%</td>
</tr>
<tr>
<td>North Town and Park &amp; Ride</td>
<td>19%</td>
<td>31%</td>
<td>20%</td>
<td>21%</td>
<td>18%</td>
<td>18%</td>
<td>24%</td>
<td>27%</td>
<td>39%</td>
</tr>
<tr>
<td>Total</td>
<td>36%</td>
<td>49%</td>
<td>45%</td>
<td>33%</td>
<td>32%</td>
<td>28%</td>
<td>30%</td>
<td>28%</td>
<td>32%</td>
</tr>
</tbody>
</table>

Notes:
* Could not access lot due to road closures during the parade

WEEKEND DEMAND KEY FINDINGS

- Peak occupancy for the study area overall was at 11:00 AM, largely due to the County Fair parade that was occurring. At this time, 49% of the spaces were occupied.
- In the evening, the historic downtown area was busier, with 68% of the parking spaces in the Downtown East area were utilized.
- Overall, the area around the Mariposa County Courthouse was largely underutilized throughout the day.
- On-street parking in the historic downtown core was busy most of the day, with substantial availability elsewhere in the study area.

- Few RVs and tour buses were observed parked in the study area.
- The Mariposa County Park and Ride had low utilization all day.
- Coakley Street was used for a staging area for the County Fair parade. Highway 49 and Coakley Street were not available for parking during the 10:00AM, 11:00AM, and 12:00PM counts.

WEEKDAY DEMAND

During the weekday count, Walker conducted hourly counts in the full study area from 10:00AM to 6:00PM.

Table 2 summarizes the occupancy rates by sub-area at each of the times parking was surveyed. The table is followed by a series of maps in Figure 5, Figure 6, and Figure 7 which summarize parking occupancy at 10:00AM, 2:00PM, and 6:00PM.

### Table 3: Parking Occupancy – Tuesday October 30, 2018

<table>
<thead>
<tr>
<th>Sub-Area</th>
<th>10:00 AM</th>
<th>11:00 AM</th>
<th>12:00 PM</th>
<th>1:00 PM</th>
<th>2:00 PM</th>
<th>3:00 PM</th>
<th>4:00 PM</th>
<th>5:00 PM</th>
<th>6:00 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Occ. %</td>
<td>Occ. %</td>
<td>Occ. %</td>
<td>Occ. %</td>
<td>Occ. %</td>
<td>Occ. %</td>
<td>Occ. %</td>
<td>Occ. %</td>
<td>Occ. %</td>
</tr>
<tr>
<td>Downtown East</td>
<td>64%</td>
<td>54%</td>
<td>41%</td>
<td>46%</td>
<td>38%</td>
<td>37%</td>
<td>36%</td>
<td>42%</td>
<td>55%</td>
</tr>
<tr>
<td>Main Street</td>
<td>31%</td>
<td>44%</td>
<td>59%</td>
<td>47%</td>
<td>36%</td>
<td>38%</td>
<td>37%</td>
<td>51%</td>
<td>62%</td>
</tr>
<tr>
<td>Downtown West</td>
<td>36%</td>
<td>35%</td>
<td>55%</td>
<td>31%</td>
<td>23%</td>
<td>27%</td>
<td>43%</td>
<td>48%</td>
<td>48%</td>
</tr>
<tr>
<td>Creek</td>
<td>35%</td>
<td>33%</td>
<td>28%</td>
<td>22%</td>
<td>24%</td>
<td>22%</td>
<td>24%</td>
<td>7%</td>
<td>6%</td>
</tr>
<tr>
<td>Central Highway</td>
<td>8%</td>
<td>19%</td>
<td>15%</td>
<td>17%</td>
<td>15%</td>
<td>17%</td>
<td>12%</td>
<td>17%</td>
<td>10%</td>
</tr>
<tr>
<td>County Center &amp; Courthouse</td>
<td>83%</td>
<td>75%</td>
<td>59%</td>
<td>75%</td>
<td>81%</td>
<td>59%</td>
<td>57%</td>
<td>43%</td>
<td>12%</td>
</tr>
<tr>
<td>History Museum &amp; Town Center</td>
<td>42%</td>
<td>42%</td>
<td>49%</td>
<td>49%</td>
<td>46%</td>
<td>51%</td>
<td>46%</td>
<td>37%</td>
<td>31%</td>
</tr>
<tr>
<td>North Town and Park &amp; Ride</td>
<td>21%</td>
<td>26%</td>
<td>22%</td>
<td>23%</td>
<td>23%</td>
<td>23%</td>
<td>39%</td>
<td>22%</td>
<td>12%</td>
</tr>
<tr>
<td>Total</td>
<td>61%</td>
<td>60%</td>
<td>59%</td>
<td>46%</td>
<td>44%</td>
<td>41%</td>
<td>42%</td>
<td>37%</td>
<td>30%</td>
</tr>
</tbody>
</table>

Figure 5: Weekday Parking Occupancy – 10:00AM


Figure 6: Weekday Parking Occupancy – 2:00PM

WEEKDAY DEMAND KEY FINDINGS

- Overall, weekday occupancy was higher than weekend occupancy. The period of peak demand occurred in the morning at 10:00AM (61% of the spaces were utilized).
- Overall, there are ebbs and flows in demand throughout the day.
  - High demand for parking around the Civic Center area in the morning and afternoon.
  - Lunch time demand was higher at the historic downtown core and Museum areas.
  - A reduction in demand occurred at the Civic Center area during lunch time.
  - There was low demand in the historic downtown in the early afternoon.

- There was low demand throughout the study area in the late afternoon except for the historic downtown.
- There was increased demand in the evening at the historic downtown core (over 50% of spaces were utilized).

- Walker observed parking spillover on both sides of Jones Street, around the County Courthouse.
- A significant exodus of vehicles occurred at approximately 5:00 pm, resulting in traffic congestion along Hwy 140, in the historic downtown area.
- The Park & Ride lot was used for school bus pick up and drop off, early morning and early afternoon. 30+ vehicles were observed parked for this purpose.

LENGTH OF STAY

In addition to parking demand, Walker also evaluated the amount of time (length of stay) that vehicles were parked. Walker evaluated length of stay in the following locations:

1. Main Street and Downtown East (with the exception of the Pioneer Village shopping center).
2. The Mariposa Museum and History Center parking lot and adjacent street parking.

SUMMER WEEKEND LENGTH OF STAY

To evaluate length of stay over the weekend in the Main Street and Downtown East area, Walker recorded the last four digits of parked vehicles at 10:00AM, 1:00PM, 4:00PM, and 7:00PM. For the Mariposa Museum and History Center, Walker collected license plate information at 10:00AM, 1:00PM, and 4:00PM.

KEY FINDINGS

- When evaluating length of stay, a majority (88%) of vehicles observed on Main Street and Downtown East throughout the day were parked three hours or less.
- Select parking spaces were restricted to 2-hour parking near the historic downtown core. Walker did not observe enforcement of this time limit. In looking at the turnover data, there were several cases of vehicles parked longer than the 2-hour time limit.
- The Mariposa Museum and History Center parking area had a longer length of stay. 38% of vehicles observed were parked more than three hours.

WEEKDAY LENGTH OF STAY

To evaluate length of stay during the weekday in the Main Street/Downtown East area and the Mariposa Museum and History Center, Walker recorded the last four digits of parked vehicles at 11:00AM, 1:00PM, 3:00PM, and 5:00PM.
KEY FINDINGS

- When evaluating length of stay, a majority (81%) of vehicles observed on Main Street and Downtown East throughout the day were parked for two hours or less.

- The Mariposa Museum and History Center parking area had a longer length of stay. 37% of vehicles observed were parked more than two hours. There was a mix of employees in nearby businesses and transit users. Higher demand was observed during lunch time, as there was a taco truck in the parking facility.

- Long term parking was observed at the Mariposa County Park & Ride: 14+ cars were observed parked all day in this facility.
<table>
<thead>
<tr>
<th>Phase Number</th>
<th>Project Number</th>
<th>Project ID</th>
<th>Phase Name</th>
<th>Project Type</th>
<th>Project Street/Name</th>
<th>Extents</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>1.1</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>7th St to 8th St (north side)</td>
<td>Install ADA compliant sidewalks and curb ramps along the north side of Highway 49 with lighting.</td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td>1.2</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>8th St to 11th St (north side)</td>
<td>Install ADA compliant sidewalks and curb ramps along the north side Highway 49 with lighting for future transit center and on-street transit pullout at the transportation center site.</td>
</tr>
<tr>
<td>1</td>
<td>3</td>
<td>1.3</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>11th St to 12th St (north side)</td>
<td>Install ADA compliant sidewalks and curb ramps along the north side of Highway 49 with lighting.</td>
</tr>
<tr>
<td>1</td>
<td>4</td>
<td>1.4</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>12th St to Jones St (north side)</td>
<td>Install ADA compliant sidewalks and curb ramps along the north side of Highway 49 with lighting.</td>
</tr>
<tr>
<td>1</td>
<td>5</td>
<td>1.5</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>9th St to 10th St (south side)</td>
<td>Reconstruct sidewalks with wide ADA compliant sidewalks and curb ramps along south side of Highway 49 with an on-street transit pullout at the transportation center site.</td>
</tr>
<tr>
<td>1</td>
<td>6</td>
<td>1.6</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>10th St to 11th St (south side)</td>
<td>Install ADA compliant sidewalks and curb ramps along the south side of Highway 49 with lighting.</td>
</tr>
<tr>
<td>1</td>
<td>7</td>
<td>1.7</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>11th St to 12th St (south side)</td>
<td>Install ADA compliant sidewalks and curb ramps along the south side of Highway 49 with lighting.</td>
</tr>
<tr>
<td>1</td>
<td>8</td>
<td>1.8</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>12th St to Jessie St (south side)</td>
<td>Install ADA compliant sidewalks and curb ramps along the south side of Highway 49 with lighting.</td>
</tr>
<tr>
<td>1</td>
<td>9</td>
<td>1.9</td>
<td>Main Street Improvements</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>Mariposa Feed and Supply to Hwy 49/Jones St Intersection</td>
<td>Install ADA compliant sidewalks and curb ramps along the south side of Highway 49 with lighting.</td>
</tr>
<tr>
<td>1</td>
<td>10</td>
<td>1.10</td>
<td>Main Street Improvements</td>
<td>Wayfinding</td>
<td>Various Locations</td>
<td>Driver-oriented Directional Signage</td>
<td>Signage indicating availability and general location of all parking along with indication of which parking areas are accessible. Supporting signage to indicate parking loop route</td>
</tr>
<tr>
<td>1</td>
<td>11</td>
<td>1.11</td>
<td>Main Street Improvements</td>
<td>Wayfinding</td>
<td>Various Locations</td>
<td>Driver-oriented Informational Signage</td>
<td>Information panel listing amenities, i.e.: Welcome to Mariposa/“menu of options” sign, ideally at or near Highway 140/49 junction</td>
</tr>
<tr>
<td>1</td>
<td>12</td>
<td>1.12</td>
<td>Main Street Improvements</td>
<td>Wayfinding</td>
<td>Various Locations</td>
<td>Pedestrian-oriented Directional Signage</td>
<td>Wayfinding/information kiosk, potentially incorporating lighting</td>
</tr>
<tr>
<td>1</td>
<td>13</td>
<td>1.13</td>
<td>Main Street Improvements</td>
<td>Wayfinding</td>
<td>Various Locations</td>
<td>Pedestrian-oriented Transit Signage</td>
<td>Enhanced YARTS stop signage</td>
</tr>
<tr>
<td>1</td>
<td>14</td>
<td>1.14</td>
<td>Main Street Improvements</td>
<td>Wayfinding</td>
<td>Various Locations</td>
<td>Pedestrian-oriented In-pavement Signage</td>
<td>Ground plane wayfinding elements (e.g. mile markers, inlays, or painted medallions)</td>
</tr>
<tr>
<td>1</td>
<td>15</td>
<td>1.15</td>
<td>Main Street Improvements</td>
<td>ADA Specific</td>
<td>Stroming Rd to Highway 49</td>
<td>South Side Downtown Parking Lot ADA Main St Access</td>
<td>Create ADA connections to Main St from the 5th St and 6th St off-street parking areas.</td>
</tr>
<tr>
<td>1</td>
<td>16</td>
<td>1.16</td>
<td>Main Street Improvements</td>
<td>ADA Specific</td>
<td>Bullion St to Highway 49</td>
<td>North Side Downtown Parking Lot ADA Main St Access</td>
<td>Create ADA connections to Main St from the Bullion St off-street parking areas between 5th St and 6th St and at corner of 7th St.</td>
</tr>
<tr>
<td>1</td>
<td>17</td>
<td>1.17</td>
<td>Main Street Improvements</td>
<td>ADA Specific</td>
<td>Jessie St to Highway 49</td>
<td>History Center Parking Lot ADA Main St Access</td>
<td>Create ADA connections to Main St from the History Center off-street parking area between Jessie St and Highway 49.</td>
</tr>
<tr>
<td>Phase Number</td>
<td>Project ID</td>
<td>Project Type</td>
<td>Project Street/Name</td>
<td>Extents</td>
<td>Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>------------</td>
<td>-------------------------------</td>
<td>------------------------------------------</td>
<td>----------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>18</td>
<td>Main Street Improvements</td>
<td>ADA Specific</td>
<td>11th St Paseo</td>
<td>Jessie St to Highway 49</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Install a new stairway and ADA ramp to access Main St at the 11th Street cut-thru. Install a midblock crossing or extend sidewalk connection all the way to Coakley Circle with ADA compliant new curb ramps.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>19</td>
<td>Mariposa Creek Parkway</td>
<td>6th St Bridge and Multi-Use Path</td>
<td>Bullion St to Mariposa Creek Parkway</td>
<td>Install a shared-use path connection on the south side of 6th St from Bullion St to Mariposa Creek Parkway trail. Add a dedicated bicycle and pedestrian bridge south of existing vehicle bridge, or restripe existing bridge to include &quot;advisory&quot; pedestrian and bicycle lanes to connect with the existing trail. Install bicycle-oriented push buttons to activate new in-road flashers so cyclists do not have to dismount.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>20</td>
<td>Safer Street Crossings</td>
<td>7th St Crossing Lighting</td>
<td>7th St Intersection (north leg)</td>
<td>7th Street. Improve lighting of existing crosswalk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>21</td>
<td>Safer Street Crossings</td>
<td>Transportation Center Roadway Modifications</td>
<td>9th St to 11th St</td>
<td>Remove the Two-way Left-turn Lane from 9th Street and 11th Street to provide space for on-street bus-pullouts and new sidewalks. Provide a dedicated northbound left-turn lane at 12th Street.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>22</td>
<td>Safer Street Crossings</td>
<td>Transportation Center Transfer Crossing Enhancements</td>
<td>10 St Intersection (north leg)</td>
<td>10th Street: Install a wide crosswalk with in-road flashers and pedestrian lighting. Consider curb extensions or pedestrian median refuge to increase pedestrian visibility and slow vehicles to assist with pedestrian crossings between northbound and southbound buses.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>23</td>
<td>Safer Street Crossings</td>
<td>11th St and 12th St Crossing Enhancements</td>
<td>1th St and 12th St Intersections</td>
<td>11th and 12th Street. Install a wide crosswalk with in-road flashers and pedestrian lighting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>24</td>
<td>Caltrans Pedestrian Improvements</td>
<td>Funded Intersection Crossing &amp; ADA Improvements</td>
<td>Highway 49 intersection at 4th St, 5th St, 6th St, 7th St, &amp; 8th St</td>
<td>Installation of high-visibility crossings and in-road flashers with ADA-accessible curb ramps.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transportation Center Improvements**

<table>
<thead>
<tr>
<th>Phase Number</th>
<th>Project ID</th>
<th>Project Type</th>
<th>Project Street/Name</th>
<th>Extents</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>1</td>
<td>Transportation Center</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Bullion St</td>
<td>11th St to 12th St (north side)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Install ADA compliant sidewalks and curb ramps along the north side of Bullion St along the perimeter of the Transportation Center side with parallel parking. Project compliments the existing south side Safe Routes to School sidewalk project.</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>Transportation Center</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Main St</td>
<td>Bullion St (east side)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Install ADA compliant sidewalks and curb ramps along the east side of 11th St along the perimeter of the Transportation Center side with diagonal parking.</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>Transportation Center</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Bullion St</td>
<td>10th St to 12th St (south side)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rebuild ADA compliant sidewalks and curb ramps setback from the street on the south side of Bullion St along the perimeter of the Transportation Center side to accommodate diagonal or head-in parking.</td>
</tr>
<tr>
<td>2</td>
<td>4</td>
<td>Transportation Center</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>South of Bullion St</td>
<td>10th St</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Install ADA compliant sidewalks and curb ramps and head-in parking on the west side of 10th St along the perimeter of the Transportation Center side by rebuilding the street and installing a retaining wall. Consider creating a larger parking depending on the grading issues.</td>
</tr>
<tr>
<td>2</td>
<td>5</td>
<td>Transportation Center</td>
<td>ADA Compliant Sidewalks &amp; Curb Ramps</td>
<td>Jessie St</td>
<td>9th St to Highway 49</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Install ADA compliant sidewalks and curb ramps along the north side of Jessie St/8th St.</td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>Transportation Center</td>
<td>Wayfinding</td>
<td>Various Locations</td>
<td>Pedestrian-oriented Directional Signage</td>
</tr>
<tr>
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<td></td>
<td>Wayfinding/Information kiosk, potentially incorporating lighting.</td>
</tr>
<tr>
<td>2</td>
<td>7</td>
<td>Transportation Center</td>
<td>Wayfinding</td>
<td>Various Locations</td>
<td>Pedestrian-oriented In-pavement Signage</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Ground plane wayfinding elements (e.g. mile markers, inlays, or painted medallions) ADA Specific.</td>
</tr>
<tr>
<td>Phase Number</td>
<td>Project Number</td>
<td>Project ID</td>
<td>Phase Name</td>
<td>Project Type</td>
<td>Project Street/Name</td>
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<td>8</td>
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<td>Transportation Center</td>
<td>Transit Supportive Amenities</td>
<td>Transportation Center Site</td>
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<td>Transportation Center Site</td>
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<td>11</td>
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<td>Transportation Center Site</td>
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</tr>
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<td>Transportation Center Site</td>
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<tr>
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<td>Bullion St</td>
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<td>Safe Routes to School</td>
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<td>Mariposa Elementary School and Stockton Creek Access</td>
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