PREPARED FOR MARIPOSA COUNTY

BACKGROUND AND ISSUES
IDENTIFICATION REPORT

TOWN OF MARIPOSA TRANSPORTATION CENTER FEASIBILITY STUDY
PHASE 1
Town of Mariposa Transportation Center Feasibility Study
Mariposa County Local Transportation Commission

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# Background and Issues Identification Report

## Final Report – March 2, 2016

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1. **OVERVIEW**

This report provides background information and identifies key issues to be addressed during evaluation of options and selection of a preferred plan. The preferred plan will be the subject of programming during Phase II of the project. The ultimate objective, through Phase II, is development of one or more interconnected rural-scale, multi-modal facilities, publicly accessible transportation information, a way-finding program to benefit residents and visitors, improved parking, and a financing plan. The intent is to formalize Mariposa’s inherent role as the transit and transportation hub (center) for the County and for year-round access to Yosemite.

In January 2015 the LTC established a Citizens Advisory Committee (CAC) with the following purpose:

a) Formulate, design and implement a public engagement program to ensure full participation by the community and stakeholders in the transportation planning process;

b) Review circulation and street improvement programs in the Mariposa Town Planning Area and make recommendations regarding revisions and development of new programs to address needs for multiple modes of transportation, including “active transportation” transit, tours, and automobiles;

c) Review parking improvements in the Mariposa Town Planning Area and make recommendations regarding parking improvements as well as development and implementation of new programs to address parking within the area;

d) Review transportation information resources and make recommendations regarding way-finding and methods of increasing access to transportation information;

e) Recommend a plan that will result in improvements that support and facilitate transportation mode shifts;

f) Facilitate the acquisition of grant funds and other financing for additional transportation planning and feasibility study implementation;

g) Provide reports and plans to the LTC for adoption in accordance with the approved scope of work, timeline and budget for the “Transportation Center Feasibility Study - Phase One” project.

The CAC developed elements, objectives and goals, of their work as follows:
**ELEMENTS:** Parking and multi-modal facilities (parking lots and structures, stops and staging areas, amenities) bicycle and pedestrian pathways, nodes and accessibility (ADA) improvements, wayfinding signs and information resources financial planning

**PURPOSE:** Identify one or more sites and related improvements, central to the historic, rural Town of Mariposa, which will accommodate off-street parking, proximate transition between public transit, automobile’s and non-motorized modes of travel and related staging.

**GOALS:** Economic Vitality, Safety, Accessibility, Environmental Protection and Sustainability, Transportation Integration, Connectivity and Efficiency.

The CAC, accordingly, defined a project study area encompassing the central, historical Mariposa Downtown, side streets, and parallel streets and corridors between the intersections of Hwy 49 South and North and Highway 140. The CAC also determined corridors and areas within the Study Area having distinctive community design and transportation characteristics, relationships and issues. These areas and corridors provide the context necessary for evaluation of options and solutions to be represented in the preferred plan.
Project Study Area
Project Study Area – North, Central and South
Project Study Area- Three Corridor
The proposed project, together with the above referenced elements, purpose and goals, was introduced to the Community during a Town Hall Meeting held in August 2015. Subsequently, the CAC conducted a walking tour in September 2015 through the project study area focusing on transportation and circulation relationships between specific sites, corridors and areas. The walking tour was organized with 10 stops at key locations, and comments of participants were recorded accordingly. Members of the public unable to attend the walking tour were invited to participate in a “virtual tour” held that same month. The virtual tour enabled participants to “tour” corridors, areas and the same 10 stops visited by the CAC using a combination of photos, maps and comments gathered from the walking tour. Feedback from the “virtual tour” and the walking tour were used to identify a range of issues, including key issues related to parking and multi-modal transportation.

Community meetings, workshops, a parking use analysis and report based on systematic field assessment, literature review, interviews with key community and government leaders and deliberation by the CAC have culminated in the subject, Background and Issues Identification Report. The report summarizes in graphical and narrative form the following activities:

Community Workshops

We have summarized key comments and findings from the first Town Hall Meeting, the CAC Walking Tour and the subsequent Community Meeting that was characterized as a “virtual tour”. Survey responses are also summarized in this section of the report. The project area is described with site plans describing the North, Central and South study areas that we have used to separate unique issues along the HWY 49/140 corridor through town. It should also be noted that HWY 49/140 is referred to as “Main Street” in this report.

Community Character

A fundamental aspect of the Transportation Center Feasibility Study is the importance of context – sensitive solutions. This is especially important in Mariposa where commercial, educational and artistic endeavors are conducted within and adjacent to the Town of Mariposa, an area acknowledged for its historical significance by its status on the National Register of Historic Places. This concern was emphasized throughout Town Hall, community, and CAC meetings. As background, we describe that context primarily as illustrated in various documented sources.

Parking

There are parking issues unique to each of the three study areas and corridors identified by the CAC. This report presents an overview of the parking situation and identifies key issues that have been described by the CAC and the community meetings and survey responses.

Current Transit Programs and Proposed Improvements

The Town of Mariposa is located at the gateway to a world destination, Yosemite National Park, and the Town of Mariposa provides essential local retail, educational, governmental and services to area residents. The report describes how various transit services function within the town, proposed Caltrans improvements through Main Street (Hwy 49/140) and concerns regarding the adequacy of service and amenities necessary to enhance use of inter and inner regional services.
Active Transportation

Parking and transit amenities must be integrated and linked with well-designed and safe pedestrian and bicycle pathways and nodes. An essential ingredient enabling multi-modal transportation “shift” (transition from one mode of travel to another) is the proximate location of amenities that support the various modes of transportation i.e. parking facilities, transit stops, shelters and information, walking and bicycling pathways, nodes and related improvements. The report explores the current inadequate condition of active transportation amenities, and identifies related issues and operational constraints.

Wayfinding

An essential element of the Transportation Center Feasibility Study is an assessment of the adequacy of information resources, including signage and readily accessible information regarding transportation resources in the region. Visitors and residents need to be able to easily understand transportation alternatives, schedules and routes to places and points of interest, and links to public and private transportation resources. This report discusses the wayfinding challenges experienced by the travelling public.

Current Financing and Funding Opportunities

Current financing for transportation projects in the County is provided under the auspices of the Mariposa County Local Transportation Commission (LTC). This report provides an overview of current funding allocations. The report also contains an extensive list of possible funding sources for further consideration.

Summary of Key Issues

This report summarizes a range of issues identified by the CAC during the Town Hall Meeting, Community Meetings, and the Walking Tour. Key issues will be matched with a corresponding set of Options for consideration during the next step of the Phase One project.
2. Community Workshops

The CAC developed goals, elements and objectives of their work and defined the study area for the project. They conducted a Town Hall Meeting and introduced the project to the community. A walking tour through the project study area was arranged by the CAC and comments were recorded at each of ten stops along the tour. The public unable to attend the walking tour were invited to a Community Meeting to participate in a “virtual tour” with photos, maps and comments gathered from the walking tour. Presentations have been given to the local Rotary Club, Chamber of Commerce, Mariposa Arts Council, Historic Sites and Records Preservation Committee, and the Town of Mariposa Merchants Association. Survey forms have been handed out to the public through public meetings, on the internet and by local merchants.

Shown below are subsections on each aspect of the community outreach and CAC meetings that have occurred to date.

2.1 Town Hall Meeting:

The first Town Hall meeting was held on August 19, 2015. During this meeting the Citizen Advisory Committee members were introduced and the project was introduced to the community. Comments from the community were recorded and helped inform the CAC of their future work. A summary of information presented and comments received is presented in the following pages.

It is important to note that since these early stages of the project the CAC’s direction, as informed through their interaction with the community, has evolved to the point where the Project Purpose is more encompassing than just location of a transit center. The town of Mariposa is a center for transportation to many surrounding areas of significance. The CAC wants to consider a larger goal of studying issues and options that will improve upon this far reaching vision of Mariposa developing into a Transportation Center.

During the first Town Hall meeting community members in attendance were asked for their input which is generally summarized below. A more complete summary of the meeting is attached in Appendix A.

- Bicycles and pedestrians are mentioned as a priority but pedestrians should be given a higher value – not a lot of biking in town
- Keep the current town “feel”. Maintain historical and cultural integrity.
- Parking in general is a challenge
- Pedestrian access along Highway 49/140 needs improvement:
  - To the Miners Inn
  - Generally north to south along the highway
  - At all major crosswalks
  - No sidewalks or gaps in sidewalks
  - Need more lighting
- Employee and loading access for businesses along HWY 49/140
  - Employees at stores near the History Center use parking there and take up spaces that locals
and tourists might use
  - Commercial vehicles (bringing goods to business) take up a lot of parking at times during the day
- Existing parking access is challenging
  - Lines of site in general in downtown coming onto Hwy 49/140
  - Parallel parking on Hwy 49/140 is difficult
  - Lack of well-defined parking spaces that, in some cases, intrude on walking paths
- Suitable stopping/parking facilities should be addressed for bus and RV drivers who want to visit historic downtown
- Bullion Street parking can be difficult – lack of sidewalks and topography are challenges
2.2 CAC Walking Tour

In order to gather comments, thoughts and issues within the study area, a walking tour with ten stops was organized for the public and the Community Advisory Committee and held on September 19th. A map of the tour is shown:
Comments from the tour were organized and presented to the community during that following Community Meeting described below.

2.3 Community Meeting:

The purpose of the meeting on September 30, 2015 was to review public comments received from the first meeting and inform the community of observations by the CAC and other members of the public after their September 19th walking tour. Public input was obtained and the CAC was made aware of new issues that should be addressed as well as other observations. This meeting was also referred to as a “virtual tour” since we “walked” the citizens through each stop on the walking tour using maps and pictures as aids. Shown on the following pages is the information presented at the meeting; Appendix B includes minutes from this meeting.

STOP #1: COUNTY GOVERNMENT CENTER

Observations

✓ Insufficient parking on Tuesday mornings (Jury call day), especially during large trials.

✓ Some people park on Bullion St. or on the Shoulders in front of people’s houses.

✓ Don’t design for worst scenario as there is sufficient parking here.
STOP #2: COUNTY COURTHOUSE

Observations

✓ Historical and cultural significance.

✓ May be under-utilized opportunity area.

✓ Possible area for picnic tables

✓ Existing events are held here: Rotary Art & Wine, Christmas Tree Lighting, Fair bus shuttle pick up location.

✓ There are tours of the courthouse now.

✓ May have opportunities for yearly festival at this location.

✓ Locals and tourists come here.

✓ Need better signage and wayfinding to get to it.

✓ Maybe tour–bus stop? Or tour bus parking after dropping off passengers.

✓ There needs to be some sort of relationship between Bullion St. and Hwy. 140, such as a sidewalk.

✓ There is more growth opportunity here than on Main Street.

✓ Surrounding curb is already set back enough to accommodate bus parking.
TOP #3: HISTORIC DOWNTOWN AREA

Observations

✓ Walking tour app — historic arts and records committee may be starting this already.
✓ 4th, 5th, 6th streets have steep slopes.
✓ Tourist info at this side of town has already been considered—no good place really available.
✓ This end of town makes more sense for the Visitors Center.
✓ Better signage from here to existing Visitors Center is needed.
✓ The area outside the donut shop could be a drop off area for tour buses.
✓ Suggested sidewalk/path through park below large Mariposa sign.
✓ Some suggested roundabout— not very feasible with these entrance angles.
✓ Gateway needs to move close to the Hwy 140 intersection near 4th Street.

✓ Either side of street have different speed limits, 35 going out and 25 going in, want to slow it down significantly—not sure that is possible under law.

✓ Possible information kiosk in grassy patch outside of The Vault Jewelry.
STOP #3: HISTORIC DOWNTOWN AREA—CONTINUED

✓ Sidewalk north of 4th Street should be on the park side of the rock wall.

✓ Add street trees to slow down traffic even more without changing the speed limit. Create a constrained environment.

✓ Keep street parking—keeps cars from going too fast.

✓ Add cross walks maybe 4—ways on 5th Street/Main Street.

✓ Better tour bus circulation on whole downtown area.

✓ 7th at bridge—parking below mixed commercial and public/private uses.

✓ Lack of landscaping makes it difficult to distinguish paved parking away from roadway; sometimes difficult to see the access options.

✓ Keep existing historic sidewalks but maybe consider handrails.

✓ Parking lot near donut shop – if this area is to be the gateway: would property owner be open to change?

✓ Property on northwest corner of 7th Street/Main Street is for sale—possible multi-story, mixed use.

✓ Intersection of 5th Street and Main Street is where you start to realize you are somewhere different, but by that time you would have to turn to get to the public parking areas.

✓ Suggest moving “gateway” back towards the donut shop parking lot, “Y” in street, maybe an archway like in Temecula.

✓ Possible opportunity to connect the highway to Bullion Street through vacant land just north
STOP #4: EXISTING 5TH STREET PARKING LOT

Observations

✓ Centrally located.
✓ Difficult to get in and out of, especially for trucks and when making a left-hand turn; access is steep and narrow.
✓ Areas that maybe under-utilized: rooftop and Creekside retail.
✓ Opportunity to improve these parking areas, no resistance to making this a parking garage.
✓ Mixed use parking garage with maybe a courtyard and retail at upper level.
✓ Height not to exceed adjacent roof line.

✓ Sensitivity to multi-family housing in adjacent building (particularly re: light and air quality).
✓ Heavy-duty vehicles are damaging pavement.
✓ Possibility to connect to existing parking lot on 5th street if one or more structures were removed.
✓ Multiple property owners – potentially difficult to improve.
✓ Pathway to Mariposa County Park could be feasible at pedestrian bridge.
STOP #5: EXISTING 6TH STREET PARKING LOT

Observations

✓ 2-level parking possibility, existing lower lot is dirt, would need retaining wall, etc.
✓ Unsure if we should get rid of residential in downtown—some small towns are trying to get residential back downtown
✓ People generally like this lot even though it is dirt.
✓ Lots of shade and ½ block closer to Main Street than Stroming Road parking lot.
STOP #6: EXISTING STROMING RD. PARKING LOT

Observations

✓ This lot is always empty!
✓ Support for building a bridge over creek to connect to 5th Street parking lot.
✓ Restore recreational trail to the park.
✓ Not as desirable because it feels far from where people want to go.
✓ Farmers market here once a week... potential for other civic uses/ events.

✓ Possible location for tour bus parking and RV parking down here.
✓ Possible retail in this area, staged along the creek.
✓ Maybe put a bike rental area down there to catch some of the bicycling enthusiasts.
✓ Shop owners and employees should park here to free up better spaces for tourist, etc.
✓ Better lighting needed around this area (and the other 2 parking lots).
STOP #7: VACANT PARCEL ON HWY. 49/140

Observations

✓ Not good for commercial use.
✓ Too small for benefit as a transit center.
✓ Maybe RV parking?
✓ Likely high price (valuable real estate).
✓ Would need to be regraded to compensate for 3 high sides.
✓ General feeling is not great toward this space as having utilization for purposes of this study.
✓ But does have good visibility and is a prime location for commercial use.
STOP #8: EXISTING TRANSIT CENTER

Observations

✓ Signs consider it a Caltrans “Rest Stop” repurposed as a Transit Center?

✓ Some buses bottom out entering and traversing this facility.

✓ Not a local transit area.

✓ Right now site is used for: food trucks, museum patrons, tourists.

✓ Problems: Sometimes cars park in tour bus spots.

✓ There is a parking enforcement problem in general throughout the town.

✓ Some tour bus companies tell drivers not to stop in Mariposa because there is not enough parking.

✓ Best use for this space is multipurpose: buses, museum, more amenities for tourist buses maybe needed, long lines for bathrooms, but does town want to pay for additional water usage.

✓ Campus idea to get rid of public road dividing parking area from Pioneers Market—more opportunity to play with bus layout.

✓ Could add hourly restrictions on parking.

✓ Don’t like the taco trucks here– they get a free space to sell food.
STOP #9: EXISTING YARTS PARK–AND–RIDE

Observations

✓ This area is severely underused.
✓ Good place for public showers.
✓ Better location (some agree) for taco trucks.
✓ Add interpretive information.
✓ Should be used by locals who are taking Park and Ride to jobs in the Park.
✓ It’s too far for a pedestrian connection, unless there was a Creekside walkway—there is a grant proposal in now for this idea.
✓ Tour bus drop off in town and then they could come here to wait and go back and pick up.
✓ Maybe add electric vehicle charging stations?
✓ Possibly add Vending machines.
✓ Make the taco trucks pay for insurance, etc.
✓ Add more shade, not a very inviting lot.
✓ Should be the YARTS stop for employees commuting to jobs in the Park, instead of the one by themuseum.
✓ Maybe call it trailhead parking for additional grant funding opportunities.
✓ This parking lot is not visible from the highway.
✓ Pedestrian trail connection to the Merced Creek Parkway is feasible.
**STOP #10: VISITORS CENTER**

**Observations**

- Adjacent property may be available to purchase soon.
- There is room here for tourism, a pretty blank canvas.
- Information services.
- May want a gateway “arch” here as well.
- This area could be the “business of tourism” center with convention facilities, performing arts meeting rooms and offices.
- Could become a more visitor intense space—hotels, resort areas.
- Need for a meeting place center in town—this has potential, central for all the lodging around.
- If this area develops too much—potentially hurts the old town area. Need to carefully describe allowable uses not to include retail commercial to avoid impacting Downtown
- There would need to be a strong connection between here and downtown.
- Space for Native American interests.
- Someone mentioned the mineral museum.
**TOP 5 CONCERNS FROM THE WALKING TOUR:**

1. Connecting pedestrian facilities is critical.

2. Parking availability may be improved by interconnecting existing public parking lots.

3. Importance of the two Hwy. 49/140 Gateways.

4. The purpose/use of the two main transit facilities should be assessed and perhaps switched.

5. “Bullion Street is the Future”
Pedestrian Connections

Issue: Connecting pedestrian facilities through town is critical.

What challenges do local residents face when trying to walk through town?

Are these the same challenges that are faced by visitors?

What simple connections to existing recreational trails might make them more usable?
Integrating Existing Parking

Issue: Parking availability may be improved by interconnecting the three large existing public parking lots (north) side of Main Street between 6th and 5th Streets.

Illustrative example of opportunities to maximize use of existing parking facilities by inter-connecting them. This would eliminate the need for visitors to have to search multiple locations.

(For discussion only. Not a recommendation of the Citizens Advisory Committee.)

How should these ideas be accomplished?
State Route 49/140 Gateways

Issue: Importance of the two State Route 49/140 Gateways, including lower speed limit between 4th and 3rd Streets, add gateway area features and signs to extend the Downtown 'sense of place' to correspond with the 49/140 intersections.

At each entrance to town....

...where is the 'gateway'?

...at what point do visitors have the chance to realize the special place they’ve entered?

...at what point should there be signs or other features to designate that a new place is immediately ahead?
Purpose/Use of Transit Facilities

Issue: The purpose and use of the two main transit facilities (the Transit Center on Coakley Circle and the YARTS Park-and-Ride on Joe Howard Street), should be assessed and perhaps switch the purposes these facilities fulfill.

There are two large transit facilities on the ‘north’ end of town.

What purpose does each facility perform?

What purpose should each facility perform?

✓ Visitor rest area?
✓ Visitor park-and-ride?
✓ Employee park-and-ride?
✓ Tour bus parking?
✓ Visitor RV parking?
✓ Other?
“Bullion Street is the Future”

Issue: Bullion Street is the Future” area for significant business and commercial expansion, as remaining undeveloped or underdeveloped properties on Main Street are improved.

What land uses and types of buildings characterize each segment of Bullion Street?

Does Bullion Street fulfill a transportation purpose unique to local residents?
2.4 Survey Results:

Surveys have been distributed within the community and through community organizations. The survey questions and a general summary of the responses are shown below:

What key destination and places need better transportation connections in the Town of Mariposa?
- Mariposa Public Cemetery connected to town via the Mariposa Creek trail system.
- Consider a traffic circle at 49N / 140 for better circulation
- Improve intersection at 49S / 140. Maybe add a roundabout
- Churches

What obstacles/barriers exist today (physical barriers, lack of services, lack of amenities, etc.)?
- Lack of dedicated food truck spaces that do not interfere with pedestrian or auto traffic flow
- Food truck spaces conveniently located next to parking lots
- Lack of handicap access
- Parking
- Poor sight lines coming out of side streets
- Parking in downtown

I really HOPE the study ADDRESSES / INCLUDES
- A way to connect pedestrian traffic from Historic Downtown to the northerly areas of Main Street
- Crosswalks and safety of pedestrians
- Tourist and YARTs busses have a place to park
- Employees of downtown businesses park off the main street
- New parking garages
- Parking for restaurants

It would be IDEAL if the project ALSO ADDRESSES / INCLUDES...
- Reduce speed in downtown
- Place an archway sign at or just south of the Arts Park area
- Signage
- Develop an online site devoted to wayfinding in Mariposa
- Sidewalks and safe crosswalks for pedestrians

I might be CONCERNED if the study....
- Added traffic lights and took away the old town feel
- Does not look at parking
My worst FEAR is that the study

- Advocates a parking structure that is overly conspicuous
- Advocates traffic lights
- Does nothing due to lack of funds
- Will be ignored
3. Community Character

The Town of Mariposa has a population of approximately 2,500 and is located in a valley within the western foothills of the Sierra Nevada. The town was founded as a mining center at the southern end of the rich gold-bearing quartz vein known as the Mother Lode and eventually became the County seat and the trading center for the region.

Mariposa Creek and California State Highway 140/49 form the main arteries in town with adjacent town streets overlaid in a grid pattern independent of the terrain. This layout makes some side streets very steep. Many historic homes, buildings and churches from the early days of Mariposa are still in use including those along the Highway, on Bullion and Jones Streets. The historic downtown area is small but very recognizable. The abundance of historical architecture, combined with the open space afforded by Mariposa Creek and adjacent hillsides and terrain make Mariposa a unique community within the Mother Lode Region.

The State Highway system connects the Town of Mariposa with Merced and Oakhurst with Mariposa being the last town along the main entrance route into Yosemite Valley. More than 1 million tourists travel annually along this route. The historic downtown area is a viable commercial area. Other commercial centers in Mariposa include Coakley Circle and the Courthouse Government Center.

Mariposa’s economy is based primarily on Government employment and tourism with the largest employer in the County being Yosemite Park and the concessionaire for Yosemite National Park. Considering the tourism associated with the Park it is probably more accurate to state that the local economy is based primarily on tourism.

With a town population of only approximately 2,500 it is very important to the town leaders that the small town, historic feel not be lost as improvements are implemented. The Town has a historical design review overlay district with architectural guidelines that reinforce architectural themes from the 1850s to 1920s. A map of the historical district is shown in the following pages.
Detail of Historic Design Review Overlay
4. PARKING

Parking is one of the central issues the CAC considers important for the community. If the long term vision of making the Town of Mariposa a transportation center is to come to fruition then there has to be easily accessibly parking for people coming to transfer to public transportation and tour busses. Local residents as well as tourists need access to local businesses, shopping, public facilities and electric vehicle charging stations. Parking spaces need to be well defined, well illuminated and ideally well connected with accessible sidewalks. The public parking lots are owned by different agencies and, in some cases, are leased from private entities which make future construction and re-purposing a challenge.

Parking issues are mainly a concern within the North and South Study Areas. The South area within the Historic Downtown has issues with wayfinding, interconnection of parking lots, access and illumination. Many of the parking areas are not well developed and have very poor access. Narrow streets and poor sight lines make vehicle maneuvering a challenge and restrict access for RVs and busses.

The North Area near Coakley Circle has a different set of challenges. The lots here are generally well illuminated with improved surfaces and accessible paths but they are not used optimally. Tour busses and visitors want to use the History Center Lot since it is closer to amenities. Park & Ride patrons often choose this same lot to avoid having to stand on YARTS busses that are crowded by the time they reach the last stop at the Park and Ride facility and as a convenience for collecting their mail at the post office across the street. Employees from local businesses use this lot as a convenience that is preferable to parking in other, less shaded, parking spaces and trying to access parallel parking spaces along the street. The very large Park & Ride facility is often not used to its capacity.

The information presented in this chapter has been gathered from many sources. Parking has been a major topic of conversation in the CAC meetings and our sub consultant, LCS Transportation Consultants, conducted a one day survey of the parking areas. A copy of the LCS report is presented in Appendix B and their conclusions have been incorporated into the following sections.

4.1 South Study Area – Historic Downtown:

Tourists, visitors, local residents and employees park in the Historic Downtown area to shop, work and patronize local businesses. Highway 49/140 forms Main Street with many shops for tourists and most vehicles use this street to get through the town. There are five main public parking lots in addition to public on–street parking and private parking lots. The public parking lots in Historic Downtown are named and characterized as described:

**Storming Lot:** Public parking for 35 cars with vehicle access from 6th street across a narrow bridge with low railings. Pedestrians walk across the bridge but must do so in the vehicle lane. There is also a pedestrian bridge with access from this lot to the 5th Street Lot but there is not handicap accessible access between lots or to Main Street. Pavement is in good condition, lighting is present but not considered adequate. The lot is mainly used by employees of Yosemite National Park who have an office on the north side of this lot.
5th Street Lot: Public parking for 38 cars with vehicle access from 5th street which provides the only vehicle access into or out of this lot. Entering onto Main Street (HWY 49/140) after exiting this lot is challenging because of sight lines. Interconnecting this lot to the adjacent Lower 6th Street Lot and Stroming Lot for pedestrian and vehicle access is considered a high priority to ease parking issues in the Historic District. The lot is paved but in fair to poor condition. Lighting is present but not adequate. Pedestrians have to walk along the shoulder of 5th Street, in the dirt or on the pavement, and around parked cars to reach Main Street.

Lower 6th Street Lot: This public lot has current capacity for 34 cars but it is not paved or lit. It is mainly used by employees of nearby businesses due to its proximity to Main Street, its extensive tree cover and the fact that it is not often used to its capacity. While improving this lot would require significant funds, this lot is in a prime location within the Historic District and improvements, along with new paths interconnecting Stroming and 5th Street lots, could have significant impact.

Upper 6th Street Lot: This lot has capacity for 28 cars and sidewalk access to Main Street. The lighting is close to adequate and the paving is in good condition. Handicap parking is available but access is only to the adjacent businesses, not to the sidewalk leading to Main Street. Small “Parking” signs direct visitors to this lot but the entrance is otherwise hard to identify.

7th Street Lot: This is a small public parking lot with the capacity for 17 cars. Paving is in poor condition and there is very little lighting. Like the Upper 6th Street lot, there is only a small “Parking” sign for identification. Handicap accessibility is not provided and pedestrians must walk in the drive aisles to reach 7th Street. Vehicle parking on 7th Street is identified with concrete wheel stops which allow a small space for pedestrians to walk on the paved road shoulder in front of parked cars to Main Street.

There is a perception that there is not enough parking in the downtown Historic District. LCSTransportation Consultants did a one day survey for us on Saturday, August 29th between 10 AM and 5:30 PM. A copy of their report is attached in Appendix B but their observations indicate that while there did not appear to be a lack of parking as a whole there are parking areas that reach their capacity which likely causes frustration and a perception of inadequate parking.

The following pages include maps of public parking available in the Historic Downtown area:
Existing Parking ingress/egress- 5th and 6th Street and Strome Lot
Existing Parking ingress/egress- 7th Street Lot
4.2 Central Study Area – Government Center, Courthouse and Library:

The Town of Mariposa is the center of government for the County. The Government Center, Library and Historic Courthouse are all next to each other in an area between 9th and 11th Street along Bullion Street. This area is therefore a destination point for jurors, County government employees, those needing to interact with County Government services as well as tourists looking for information and visiting the Historic Courthouse and Library.

Parking in and around the Government Center is well developed, illuminated and accessible. On-street parking around the Historic Courthouse is plentiful and mostly accessible but only a portion of it is illuminated. Parking on Jones Street appears to be used mostly by employees since it is located close to the back entrances of the courthouse but this area does not have sidewalks.

See the following pages for diagrams.
4.3 **North Study Area – Coakley Circle:**

Coakley Circle is one of the main business areas within the Study Area for this project. Pioneer Market shopping center, the Post Office, Mariposa Museum and a bank are all located on this circle. The area is developed with sidewalks and accessible parking. The Park & Ride facility is also in this area on Joe Howard Street, a connecting street off of Coakley Circle. There are sidewalks on the streets around the Park & Ride facility but no continuous pedestrian access to the History Center lot.

**History Center Lot:** The History Center houses Mariposa Museum and restroom facilities. The parking lot in front of Mariposa Museum at Coakley Circle has room for 48 cars and 5 RVs or busses. It is the next to the last stop for YARTs before the Park & Ride facility where YARTs then continues their route to Yosemite National Park. The lot is well developed, in good condition and appears to be adequately illuminated.

**Park & Ride Lot:** The Park & Ride facility is a newer facility in very good condition with restroom facilities and adequate lighting. It has capacity for 77 cars and 6 busses.

There is an interesting dynamic between the History Center Lot and the Park & Ride facility. The intent is for employees and visitors to Yosemite National Park to use the Park & Ride facility for long term parking. The History Center Lot is intended to be used by visitors to Mariposa to learn more about the area and visit Mariposa Museum.

In practice it appears that employees to Yosemite National Park tend to park at the History Center so they are more assured of a seat on the YARTs bus which sometimes has standing room only once it reaches the last stop in town at the Park & Ride facility. There are also thoughts that employee commuting to the Yosemite Valley prefer the History Center Lot since they can walk from the bus stop to the Post Office and shopping center before getting back in their car for the drive home. Employees from the shopping center may also be using one corner of the History Center Lot in respect of patrons who want to park in the shopping center lot and because the History Center Lot has more tree canopy shading.

Following this page are diagrams showing the parking in these areas.
Existing Parking ingress/egress Park & Ride Facility
4.4 **RV and Tour Bus Parking:**

Recreational vehicles and tour busses cannot access the small, narrow streets around historic downtown so they are mainly seen in private parking lots and sometimes on Main Street as shown in the following diagram.

Tour busses don’t generally proceed up to Bullion Street to the historic Courthouse. The side streets are narrow and many are in poor condition. With further study of the right-of-way limits and traffic flow patterns it would be interesting to investigate possible bus and RV access to Bullion Street and/or Jones Street from the northern Highway 49/140 intersection to a cross street that could be upgraded to provide access to Main Street. 8th Street and 4th Street might warrant further study.

---

 Observed RV Parking in Historic Downtown
5. **Current Transit Programs and Proposed Improvements**

5.1 **Bus and Transit Services:**

Many private commercial coaches provide day trips through Mariposa to Yosemite National Park. Stops include a short stop at the History Museum or stops for overnight stays at Mariposa Hotels. Commercial coaches pay entrance fees at the Arch Rock fee collection station, a process which takes about 5 minutes. NPS believes that this process is too time consuming. NPS has constructed three-lane entrance stations on Wawona and Big Oak Flat Roads to resolve this concern at those locations; however, there currently is not enough level land to do so in the Merced River gorge.

Mari–Go, Mariposa County Transit, is a general public Dial-a-Ride, curb to curb service with designated route areas. Vehicle operation hours are Monday through Friday, 8:30 AM to 4:00 PM, except County Holidays. Riders must call in advance to schedule rides. All busses are equipped with a lift and tie-down straps for wheelchair passengers. There have been discussions about developing a fixed route system but that is not currently in place. Stakeholders have expressed a concern that information about this service is not being disseminated effectively in the community so additional strategies for doing so would be of significant assistance.

Mariposa County Transit also operates a curb-to-curb non-emergency medical transportations service, Medi-Trans, to seniors (60 years of age and older) for scheduled medical appointments and/or in-office procedures in Mariposa, Merced, Oakhurst and Fresno. There are no additional fees for those individuals that require a caregiver/attendant; however, the attendant must stay in attendance with the senior. All Medi-Trans vans are equipped with a ramp and tie-down straps for wheelchair passengers.

YARTS operates buses that travel from four cities in the Central Valley to Yosemite Valley. The Highway 140 route from Merced to Yosemite Valley travels year-round through Mariposa on the route shown and with the stops indicated in the graphic shown on the following pages. The bus stops on Main Street are only for pick–up and drop off. The stop at the History Center is considered a rest stop for the bus system and travelers frequently exit the bus but, since this location does not have many amenities and shopping is a considerable distance by foot, passengers do not travel far from this location before boarding the bus.

YARTS also has a Highway 120 route that travels from Sonora and Mono Counties into the Park and the new Highway 41 route from Fresno that both operate during the spring and summer seasons. YARTS connects with many regional and local transit services that include Yosemite Valley Shuttle, El Capitan Shuttle, Tuolumne County Transit, Amtrak, Greyhound and others. In and around the Town of Mariposa there are other options for public transit that include Sierra Taxi and Limousine and Medi-Trans, a non-emergency medical transfer service for seniors 60 and over. There are other agencies in the area that provide some sort of transportation for those they serve such as Area 12 Agency on Aging, Mariposa County Department of Human Services, Child Protective Services, Mariposa County Unified School District, Mariposa Head Start, Mariposa Indian Health Clinic, Mercy...
Medical Transport, Mountain Crisis Center and Thumbs Up.

A good source of information regarding the barriers that limit communication and coordination among all the transit services is the 2015 Coordinated Public Transit – Human Services Transportation Plan which provides details for the following challenges:

- Geography
- Limited funding / resources and challenges of applying for funding
- Lack of central information
- Rules / Restrictions / Regulations
- Duplication of services
5.2 Pedestrian Circulation South Study Area – Historic Downtown:

Pedestrian circulation within downtown Mariposa is made difficult due to the lack of connection between public parking lots, raised sidewalks with only steps for access and the use of road shoulders for parking that limits pedestrian movement. The following pages include diagrams showing the location of sidewalks in this part of the study area.

Of particular note in this portion of the study area:

- Lack of vehicle and pedestrian connection between 5th Street, Lower 6th Street and Stroming Public Parking Lots.
- 6th Street has the only pedestrian connection to Bullion Street and there are a small number of sidewalks on Bullion Street.
- Lack of sidewalk in front of Art Park makes walking between hotel and the Historic District difficult and possibly dangerous.
- Elevated walkways on HWY 49/140 with difficult access and dangerous areas without railings.
- Lack of pedestrian access and parking near the historic Town Jail.
South Study Area with Existing Sidewalks and Bicycle Path
5.3 Pedestrian Circulation Central Study Area – Government Center and Courthouse:

Pedestrian access is good within the area of the Government Center and the Historic Courthouse but, as evident from the following figure, there are not many pedestrian connections from Main Street. There are no bikepaths and the pedestrian connection between the north end of town and the south end of town along Main Street does not have a continuous pedestrian path. Bicyclists and pedestrians, and often adults with children in strollers, walk from the north end of town to the south end and have to travel part of the way on the shoulder of the Highway.

Of particular note in this portion of the study area:

- Lack of continuous pedestrian access on Bullion Street.
- Lack of continuous safe pedestrian access on HWY 49/140
- Lack of wayfinding to lead visitors to the Historic Courthouse and Library
5.4 **North Study Area – Coakley Circle:**

Sidewalks and parking spaces around Coakley Circle are generally well defined and well illuminated but there is very poor pedestrian connections along HWY 49/140 headed north or south from this area. Pedestrians have to walk on the shoulder of the road.

The diagram in the following pages shows the sidewalks in the area and we have shown the location for a planned bike path that has not yet been constructed. The bike path seems as though it would serve an important function by connecting the commerce and visitor centers in this area of town with the historic downtown.

Of particular note in this portion of the study area:

- Lack of continuous and safe pedestrian access on HWY 49/140
- Lack of pedestrian access between the History Center Lot and the Park & Ride facility given their relatively close geographic relationship
- Planned bicycle path could be an important connection but it is not constructed
5.5 Caltrans Proposed Improvements:

Caltrans tracks project by Expenditure Authorization (EA) identifications and there are three planned projects with significance to the study area. There are two other upcoming Caltrans projects, not mapped here, that will include re-paving Highway 49/140 in the study area and beyond to the north and the south along Highway 140.

Caltrans EA 10-0V300

Estimated to cost $1.9 million dollars, this is a pedestrian access upgrade project with construction in Murphy’s and in the Town of Mariposa on Highway 49 near the intersection of Highway 140. Sidewalks will be upgraded for accessible access and the locations of the upgrades within the study area for this project are shown below. The project is planned and pending funding for environmental review, design and construction. Estimated completion date is the end of 2018.
**Caltrans EA 10-0Y590**

Estimated to cost $500,000 dollars, this is a pedestrian access upgrade project with construction in the Historic Downtown area of Mariposa along Highway 49/140. Sidewalks will be upgraded in the areas shown in the map below with the intent to comply as much as reasonably possible with ADA requirements. Coordination will be required with the County since ramps, like the one that will be required at 5th Street, might have to be located outside of Caltrans right-of-way. The project is pending funding and slated for delivery in 2020/2021.
South Study Area with Proposed Caltrans 10-0Y590 Improvements
Caltrans EA 10-0Y600

Estimated to cost $1.4 million dollars, this is a collision reduction project with construction in the historic downtown area of Mariposa along Highway 49/140. The project extends to 12th Street so we have included a map of the South and the Central study areas to show the extent of the project. Sidewalks will be upgraded, curb ramps installed and pedestrian crossings upgraded as described the following maps. The project is pending further funding and slated for delivery in 2019/2020.
5.6 **State and Federal Funded Improvements**

There is a federally funded project to add sidewalks, curbs, gutters and ADA improvements on one side of Bullion Street between Jones Street and 12th Street. There is a separate State funded Safe Routes to Schools project that will add sidewalks on another stretch of Bullion Street. Construction documents are complete on both of these projects.
6. WAYFINDING

Wayfinding in the Town of Mariposa needs attention and especially so as the town grows to become a Transportation Center as envisioned. The current status of wayfinding within the town can be described with the key points shown below:

- There is not a gateway element announcing that you are now in the historic Town of Mariposa. One of the first announcements is on the side of a building at 5th street as shown below.

  ![Mural at 5th Street]

- The Art Park is located in the Historic Downtown district and should be a big part of the downtown experience but it is not easily accessible and the sign at its entrance is orientated parallel to the highway so it is hard to see. The following figure shows the signage and the pedestrian access along HWY 49/140 which is just the paved road shoulder.

  ![Mariposa Art Park Sign]
- The Town has developed a theme for signs in the downtown area which are very nice and attached to lamp poles in the historic district.

Mariposa Lamp Pole Sign

- While very noticeable as a pedestrian, the “Parking” sign above is hard to identify from within a vehicle. More noticeable from street level while in a moving vehicle are the small brown signs shown in the following photograph but these are not as aesthetically pleasing as the ones shown above.

Mariposa Parking Sign
- Parking lots are not well identified and do not have signage welcoming visitors to Mariposa or directing them to nearby locations of interest.

- The Chamber of Commerce has a very nice, large sign located within the parking lot of a gas station on Main Street that was recently renovated.

Mariposa Chamber of Commerce Sign

- The History Center is home to Mariposa Museum, a fantastic attraction that seems to be heavily visited but the signage directing visitors to its location is not prominent along HWY 49/140.

Mariposa Museum Sign Shown in Red Circle
- Other historic sites including the Courthouse and the Town Jail are not well identified from the highway.

![Courthouse Sign Shown in Red Circle](image)

- There is information on County websites about the local Mari–Go bus system and YARTS bus information is not easily found in and around the town and, as noted in previous sections of this report, coordination between the public transportation services is a challenge.

- It should also be noted that sight lines are an issue in historic downtown, especially for vehicles trying to turn onto Highway 49/140 from any of the cross streets. New signage should consider this issue and further investigation will be required in the next phase of the project.

- A sketch of the proposed new Visitors Center sign is shown to the right. Note how the theme matches the theme of the new lamp pole signs in the historic downtown.

![Proposed Mariposa Visitor Center Sign](image)
7. Current Financing Sources

The Mariposa County Transportation Commission is the regional transportation planning agency for Mariposa County and it is responsible for transportation planning activities and administration of transportation funds. The most recent Financial Statement for which we had access was for the fiscal year ending June 30, 2015 and the figures shown below have been extracted from that report.

Existing funding is separated into five categories. The numbers shown below have been rounded to the nearest $1,000.

Local Transportation Commission Fund:

*This is a special revenue fund with revenues primarily from local transportation fund allocations.*

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenues</th>
<th>Local Transportation Fund Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013–14</td>
<td>Revenues</td>
<td></td>
</tr>
<tr>
<td>Expenditures:</td>
<td>Regional Transit Services</td>
<td>$136,000</td>
</tr>
<tr>
<td></td>
<td>Mariposa Transit Agency (Mari-Go)</td>
<td>$8,000</td>
</tr>
<tr>
<td></td>
<td>Streets and Roads</td>
<td>$292,000</td>
</tr>
<tr>
<td></td>
<td>Bicycle and Pedestrian Pathways</td>
<td>$11,000</td>
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<tr>
<td></td>
<td>Unmet Needs</td>
<td>$5,000</td>
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<tr>
<td></td>
<td></td>
<td>$453,000</td>
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</tbody>
</table>

Fund Balance as of June 30, 2015 $47,000

State Transit Assistance Fund:

*This is a special revenue fund used to account for the receipt and expenditure of State Transit Assistance funds.*

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenues</th>
<th>State Transit Assistance Fund Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013–14</td>
<td>Revenues</td>
<td></td>
</tr>
<tr>
<td>Expenditures:</td>
<td>Mariposa Transit Agency (Mari-Go)</td>
<td>$115,000</td>
</tr>
</tbody>
</table>

Fund Balance as of June 30, 2015 $18,000
Transportation Planning Fund:

This is a special revenue fund to account for monies expended in relation to the overall work program. Funding comes primarily from rural planning assistance and STIP grants.

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenues</th>
<th>Rural Planning Assistance</th>
<th>$171,000</th>
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<tbody>
<tr>
<td></td>
<td>STIP PPM</td>
<td>$13,000</td>
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</tr>
<tr>
<td></td>
<td>Unmet Needs</td>
<td>$5,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$188,000</td>
<td></td>
</tr>
</tbody>
</table>

Expenditures: Transportation Planning Services $155,000

Fund Balance as of June 30, 2015 ($33,000)

Bicycle / Pedestrian Fund:

This is a special revenue fund used to account for activity related to pedestrian and bicycle pathways and bicycle education safety. Funding comes primarily from Commission allocations of local transportation funds.

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenues</th>
<th>Bicycle / Pedestrian Allocations</th>
<th>$27,000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Expenditures: Bicycle / Pedestrian Pathways $6,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fund Balance as of June 30, 2015 $109,000</td>
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</tr>
</tbody>
</table>

PTMISEA Projects:

This is a capital projects fund used to account for the receipt and expenditure of Prop 1B PTMISEA funds. Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 and a portion of these funds are restricted in their use.

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenues</th>
<th>Investments on fund balance $1,000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Expenditures: Capital Outlay $201,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fund Balance as of June 30, 2015 $29,000</td>
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</tr>
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</table>
8. Potential Future Funding

A very good source for describing additional potential future funding sources has been created in the Coordinated Public Transit – Human Services Transportation Plan produced by Business Forecasting Center at Eberhardt School of Business. Appendix A from that report is reproduced below to describe potential future funding sources.

In addition to those sources, Senate Bill 375 (SB 375) is another potential funding source. The Bill was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under SB 375 metropolitan planning organizations (MPOs, which exist in regions with a central urbanized area of 50,000 persons or more) shall prepare a sustainable communities strategy, including the requirement utilizing the most recent planning assumptions considering local general plans and other factors.

It is reasonable to assume that future State funds of all types will be tied to performance measures that are connected with SB 375 implementation. The Affordable Housing and Sustainable Communities Program (AHSC Program) is one such funding source. This program had $130 million available in the 2014/15 fiscal year for projects that result in:

- The reduction of greenhouse gas emissions and vehicle miles travelled (VMT) through land use, housing, transportation, and agricultural land preservation practices that support infill and compact development.
- Increase accessibility of housing, employment centers and key destinations through low–carbon transportation options such as walking, biking and transit.

<table>
<thead>
<tr>
<th>Program Fund Source</th>
<th>Funding Purpose</th>
<th>Use of Funds</th>
<th>Estimated Fund Amount</th>
<th>Eligible Recipients</th>
<th>Matching Requirements</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA Section 5311</td>
<td>Provide capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000. A portion of 5311 funds is set aside for a Tribal Transit program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations. Low-income populations in rural areas are now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program.</td>
<td>Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services</td>
<td>$599.5 million in FY 2015; $600.5 million in FY 2014 (National total)</td>
<td>Public agencies, local governments, tribal governments, nonprofit agencies</td>
<td>20% for capital, 50% operating assistance, 20% for ADA non-fund-based paratransit service, using up to 10% of a recipient’s appropriation</td>
<td></td>
</tr>
<tr>
<td>FTA Section 5311(g)</td>
<td>Funds public transit projects that serve intercity travel needs in non-urbanized areas.</td>
<td>Capital projects and operations</td>
<td>Unknown</td>
<td>Public agencies, local governments, tribal governments, nonprofit agencies</td>
<td>50% for operating costs, 10% for capital costs</td>
<td></td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Program Fund Source</th>
<th>Funding Purpose</th>
<th>Use of Funds</th>
<th>Estimated Fund Amount</th>
<th>Eligible Recipients</th>
<th>Matching Requirements</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FTA Section 5312 Research, Development, Demonstration, and Deployment Projects</strong></td>
<td>Support research activities that improve safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry our related outreach; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality.</td>
<td>Research, Innovation and Development, Demonstration, Deployment and Evaluation</td>
<td>$70.0 million in FY 2013; $70.0 million in FY 2014 (total amount available for all states)</td>
<td>Fed government agencies, state and local governments, providers of public transportation, private or nonprofit organizations, technical and community colleges, and institutions of higher education.</td>
<td>20% non-federal share match (may be in-kind); Low-or no-emission bus projects and low-or-no-emission or facilities projects must comprise 55% and 10% respectively, of the total annual appropriation.</td>
<td>The previous Section 5312 (Research, Development, Demonstration, and Deployment Projects) and Section 5314 (National Research Program) are now consolidated into one program under Section 5312.</td>
</tr>
<tr>
<td><strong>FTA Section 5314 Technical Assistance and Standards Development</strong></td>
<td>Provide technical assistance to the public transportation industry and to sponsor the development of voluntary and consensus-based standards to more effectively and efficiently provide transit service, as well as support the improved administration of federal transit funds.</td>
<td>Grants for technical assistance</td>
<td>$70.0 million in FY 2013; $70.0 million in FY 2014 (total amount available for all states)</td>
<td>Fed government agencies, state DOT’s, public transportation agencies, nonprofit and for-profit entities.</td>
<td>20% non-federal share (non-federal share may be in-kind)</td>
<td></td>
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<table>
<thead>
<tr>
<th>Program Fund Source</th>
<th>Funding Purpose</th>
<th>Use of Funds</th>
<th>Estimated Fund Amount</th>
<th>Eligible Recipients</th>
<th>Matching Requirements</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Sources</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>FTA Section 5304 Transit Planning Grants Sustainable Communities</strong></td>
<td>Promote a safe, sustainable, integrated and efficient transportation system. Identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, public engagement, and integrate Smart Mobility 2010 concepts.</td>
<td>Funds studies of multimodal transportation issues having statewide, interregional, or local significance to assist in achieving the Caltrans Mission and overarching objectives. Rural areas can request funds for student internships.</td>
<td>$8.3 million available for California for FY 2015-16 grant cycle. Minimum grant is $50,000 and maximum is $300,000.</td>
<td>Public agencies, MPO/RTAs, Transit Agencies, Cities, Counties, and Native American Tribal Governments, Sub-regional Universities, Community Colleges, Cities and Counties, Community-Based Organizations, Non-Profit Organizations, and other public entities.</td>
<td>Local Match: 11.47% of the total project amount (in-kind contributions allowed). This grant is also funded by the State Highway Account (SHA).</td>
<td></td>
</tr>
<tr>
<td><strong>FTA Section 5310 Enhanced Mobility of Seniors &amp; Individuals with Disabilities Program</strong></td>
<td>Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.</td>
<td>Capital projects, operating assistance, administration</td>
<td>Formula Grant: $254.8 million in FY 2013; $258.3 million in FY 2014 (total amount available for all states)</td>
<td>Nonprofit agencies, public agencies.</td>
<td>20% match for capital projects; 50% match for operating assistance; up to 10% to administer the program, to plan, and to provide technical assistance.</td>
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</tr>
</tbody>
</table>

Section 5317 Funding is subject to MAP-21, but funds authorized under the program and not yet obligated or expended remain available until the period of availability expires, or until the funds are fully reprogrammed by Congress, or otherwise reallocated. Under MAP-21 Section 5317 funding remains available through Section 5310 program funding.

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<table>
<thead>
<tr>
<th>Program Fund Source</th>
<th>Funding Purpose</th>
<th>Use of Funds</th>
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<th>Eligible Recipients</th>
<th>Matching Requirements</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Administration (FHWA) Strategic Partnerships grant</td>
<td>Achieve the California Mission and Grant Program Overarching Objectives, encourage regional agencies to partner with Caltrans to identify and address statewide/intergovernmental transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements.</td>
<td>Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans.</td>
<td>Approximately $1.5 million will be available statewide for the FY 2015-16 grant cycle. The minimum grant is $100,000 and the maximum amount per grant cannot exceed $500,000.</td>
<td>To qualify as a pooled federal work, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity.</td>
<td>25% of the total project amount (in-kind contributions allowed)</td>
<td></td>
</tr>
<tr>
<td>Transit System Safety, Security and Disaster Response Account</td>
<td>Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster.</td>
<td>Capital projects</td>
<td>Varies by county</td>
<td>Agencies, transit operators, regional public waterborne transit agencies, intercity passenger rail systems, commuter rail systems</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Renamed the Transit Security Grant Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Part of Proposition 1B approved November 7, 2000.</td>
<td></td>
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<tbody>
<tr>
<td>Federal Transit Administration (FTA), Section 5339 Funds (5339 was established by MTP, 21, replaced 5309)</td>
<td>Capital projects for bus and paratransit-related facilities.</td>
<td>Capital projects only</td>
<td>$422 million FY 2013, $427.8 million FY 2014 (national amount)</td>
<td>Designated recipients and states that operate or allocate funding to fixed route bus operators; Subrecipients public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.</td>
<td>20% for capital projects</td>
<td></td>
</tr>
<tr>
<td>Regional Surface Transportation Program (RSTP)</td>
<td>Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.</td>
<td></td>
<td>The following are some projects: construction/reconstruction/rehabilitation/operational improvements on federal highways and bridges; mitigation of damage to the environment by projects funded through RSTP; capital costs for transit projects eligible under Federal Transit Act; capital projects; capital and Operating costs for traffic monitoring, management and control; Surface Transportation Planning programs, transportation control measures listed in Section 108 of the Clean Air Act</td>
<td>Unknown</td>
<td>State of California distributes the funds to regional agencies and counties based on population.</td>
<td>Unknown</td>
</tr>
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<tbody>
<tr>
<td>State Transit Assistance Fund (STAF)</td>
<td>Public transit and paratransit services</td>
<td>Capital projects and operations</td>
<td>Varies from year to year depending on appropriation to Public Transportation Account of which 75% goes to STAF</td>
<td>Public Transportation Account of which 75% goes to STAF</td>
<td>None</td>
<td>Revenues derived from sales taxes on gasoline and diesel fuels.</td>
</tr>
<tr>
<td>State Transportation Improvement Program (STIP)</td>
<td>Major capital projects of all types, including transit.</td>
<td>Transit capital projects</td>
<td>Varies from year to year depending on appropriation to Public Transportation Account of which 25% goes to STIP</td>
<td>Information unknown</td>
<td>Information unknown</td>
<td>Determined once every two years by California Transportation Commission.</td>
</tr>
<tr>
<td>Public Transportation Modernization, Improvement and Service Enhancement Account (PTMSEA)</td>
<td>Advance the State's policy goals of providing mobility choices for all residents, reducing congestion, and protecting the environment</td>
<td>Transit capital projects</td>
<td>Unknown</td>
<td>Transit operators and local agencies who are eligible to receive STAF funds pursuant to California Public Utility Code Section 99313</td>
<td>None</td>
<td>Bond act approved by voters as Proposition 1B on November 7, 2006</td>
</tr>
<tr>
<td>Rural Planning Assistance (RPA)</td>
<td>Information unknown</td>
<td>Used for activities associated with the planning process</td>
<td>Unknown</td>
<td>Information unknown</td>
<td>Information unknown</td>
<td>Information unknown</td>
</tr>
<tr>
<td>Rural Planning Assistance (RPA) Discretionary Grant</td>
<td>Information unknown</td>
<td>Used for activities associated with the planning process</td>
<td>Unknown</td>
<td>Information unknown</td>
<td>Information unknown</td>
<td>Information unknown</td>
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<tr>
<td>State Planning and Research (SP&amp;R)</td>
<td>Involve researching new areas of knowledge; adapting findings to practical applications by developing new technologies and transferring these technologies, including the process of dissemination, demonstration, training, and adoption of innovations for users</td>
<td>The State Planning and Research Program funds Statewide planning and research activities. The funds are used to establish a cooperative, comprehensive, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State.</td>
<td>Unknown</td>
<td>State Agencies</td>
<td>Information unknown</td>
<td>The Federal share of the cost of a project carried out with SP&amp;R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid programs would be best served by decreasing or eliminating the non-Federal share.</td>
</tr>
</tbody>
</table>

### Health and Human Services Fundings

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<tbody>
<tr>
<td>Title XX Social Services Block Grant (SSBG) (Department of Social Services)</td>
<td>Goal 1: Reduce dependency, 2. Achieve self-sufficiency, 3. Protect children and families, 4. Reduce institutional care by providing home/community based care, 5. Provide institutional care when other forms of care are not appropriate</td>
<td>SSBG funds a variety of initiatives for children and adults including assistance, protective services, special services to persons with disabilities, adoption, foster care, housing, substance abuse, transportation, home delivered meals, etc.</td>
<td>$17 billion nationwide per year</td>
<td>States are allocated funding based on a formula connected to the state's population</td>
<td>None</td>
<td>Grants must be used for one of the goals of SSBG and cannot be used for any other purpose as the purchase or improvement of land or payment of wages to any individual in social services. These funds are not allocated separately but are used in lieu of non-state general fund.</td>
</tr>
<tr>
<td>Community Services Block Grant (CSBG) (Department of Community Services &amp; Development)</td>
<td>Assist low income persons with employment services, housing assistance, emergency referral services, nutrition and health services.</td>
<td>Support services and activities for low-income individuals that alleviate the causes and conditions of poverty in communities</td>
<td>California FY 2014 Allocation $992,700,487</td>
<td>States, Territories and Tribal Governments</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>Consolidated Health Center Program (Bureau of Primary Health Care)</td>
<td>Provide primary and preventive health care to all residents including diverse underserved populations.</td>
<td>Large health centers that provide primary and preventive health care to all residents including diverse underserved populations.</td>
<td>California FY 2014 Allocation $1,831,238</td>
<td>Community based organizations including tribal and faith based organizations.</td>
<td>None</td>
<td>Special discounts are given to those with incomes below 200% of the poverty line.</td>
</tr>
<tr>
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<tr>
<td>Older Americans Act Title III B - Grants for Supportive Services &amp; Senior Centers (Administration on Aging)</td>
<td>Funds are awarded for formula to State units on aging for providing supportive services to older persons, including operation of senior centers. May be used to purchase and/or operate vehicles and funding for mobility management services.</td>
<td>Capital projects and operations.</td>
<td>FY 2014 California allocation $1,890,063</td>
<td>States and territories, recognized Native American tribes and Hawaiian communities, as well as non-profit organizations.</td>
<td>5%</td>
<td>Funds are awarded to State agencies on aging and are disseminated to local organizations from there based on a formula related to the number of older persons in their respective area.</td>
</tr>
<tr>
<td>Program for American Indian, Alaska Native, &amp; Native Hawaiian Elders (Administration on Aging)</td>
<td>This program supports coordination, information and referral, multipurpose senior centers and other supportive services for American Indian, Alaska Native and Native Hawaiian elders. Transportation is among the supportive services, including purchase and/or operation of vehicles and transportation management.</td>
<td>Patient transportation services and delivery of home-delivered meals.</td>
<td>Unknown</td>
<td>Recognized Native American tribes and Hawaiian communities, as well as non-profit organizations.</td>
<td>Unknown</td>
<td>Funds are given based on a formula related to the number of American Indian, Alaska Native, and Native Hawaiian elders aged 60 and over in their respective service area.</td>
</tr>
<tr>
<td>Community Mental Health Services Block Grant (Center for Mental Health Services State Planning Branch)</td>
<td>Improve access to community-based behavioral healthcare delivery systems for people with serious mental illnesses. Grants also allow for supportive services, including funding to operate vehicles, reimbursement of transportation costs and mobility management.</td>
<td>Capital projects and operations.</td>
<td>Unknown</td>
<td>States and Territories</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Substance Abuse Prevention &amp; Treatment Block Grant (Substance Abuse &amp; Mental Health Services Administration)</td>
<td>Block grants provide funds for substance abuse prevention and treatment programs. Transportation related services supported by these grants may be broadly.</td>
<td>Plan, implement, and evaluate activities that prevent and treat substance abuse and promote public health</td>
<td>$1.8 billion statewide each year for FY 2015 and 2016</td>
<td>States, Territories and Tribal Governments</td>
<td>None</td>
<td>20% of funds must be spent on education, 5% of funds go to increase the availability of treatment services for pregnant women, and 5% on treatment services for pregnant women.</td>
</tr>
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<tr>
<td>Health Services Administration</td>
<td>Provided through reimbursement of transportation costs and mobility management to recipients of prevention and treatment services.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Administrative needs and the rest of discretionary</td>
</tr>
<tr>
<td>Child Care &amp; Development Fund Administration for Children &amp; Human Services</td>
<td>Provide subsidized child care services to low income families. Not a source of direct transportation funds, but if child care providers include transportation as part of their usual services, these services may be covered by voucher payments.</td>
<td>Voucher payments to child care providers.</td>
<td></td>
<td>States and recognized Native American Tribes</td>
<td>Unknown</td>
<td>None</td>
</tr>
<tr>
<td>Head Start (Administration for Children &amp; Families)</td>
<td>Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs provide transportation services for children who attend the program either directly or through contracts with transportation providers.</td>
<td>Program expansion and cost of living adjustments.</td>
<td>Over $8 billion in FY 2015 ($1 billion increase from 2015)</td>
<td>Local public and private non-profit and for-profit agencies</td>
<td>Unknown</td>
<td>The Head Start regulation requires that programs make reasonable efforts to coordinate transportation resources with other human service agencies in their communities.</td>
</tr>
<tr>
<td>TANF / CAWORKS (California work opportunity &amp; responsibility to kids) (Department of Social Services)</td>
<td>Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare are provided to enable recipients to participate in these activities.</td>
<td>Cash aid paid out to eligible recipients for use on transportation and other needs.</td>
<td></td>
<td></td>
<td></td>
<td>TANF funds cannot be used for construction or to subsidize current operating costs. State and county funds in the CAWORKS program are used to meet the TANF requirement of 10% (MOE) requirement and cannot be used to match other federal funds.</td>
</tr>
</tbody>
</table>
### Program Fund Sources

<table>
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<tr>
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<tbody>
<tr>
<td><strong>Community Development Block Grants (CDBG)</strong> (Department of Housing &amp; Community Development)</td>
<td>Create or preserve jobs for low-income and very low income persons.</td>
<td>Planning and technical assistance</td>
<td>Unknown</td>
<td>Counties with less than 200,000 residents and cities of less than 80,000 residents</td>
<td>Unknown</td>
<td>Applicants cannot be participants on the US Department of HUD CDBG entitlement programs.</td>
<td></td>
</tr>
<tr>
<td><strong>Regional/Local Sources</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Development Act (TDA) Articles 4 and 8 (1/4 cent sales tax)</td>
<td>Transit operating assistance and capital projects, local streets and road maintenance and rehabilitation projects, pedestrian/bicycle projects</td>
<td>Capital projects and operations</td>
<td>Varies by county</td>
<td>Cities and counties, allocated by population formula within each county</td>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Development Act (TDA) Articles 4.5</td>
<td>Public transit operating assistance and capital projects</td>
<td>Capital projects and operations</td>
<td>Up to 5% of the Local Transportation Fund revenue</td>
<td>Cities and counties and GTAs</td>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Transportation Fund (LTF)</td>
<td>Some counties have the option of using LTF for local streets and roads projects, if they can show there are no adequate transit needs.</td>
<td>Development and support of public transportation needs</td>
<td>Unknown</td>
<td>County-based, based on population, taxable sales and transit performance</td>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Sources</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Clubs and Fraternal Organizations</td>
<td>Variety of transportation services, including capital improvements</td>
<td>Capital projects and operations</td>
<td>Unknown</td>
<td>While variety of agencies and organizations</td>
<td>Noise</td>
<td>May be interested in providing bus benches or shelters.</td>
<td></td>
</tr>
<tr>
<td>Advertising on Buses</td>
<td>Variety of transportation services, including capital improvements</td>
<td>Various projects and operations</td>
<td>Unknown</td>
<td>While variety of agencies and organizations</td>
<td>Noise</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employers</td>
<td>Variety of transportation services, including capital improvements</td>
<td>Capital projects and operations</td>
<td>Unknown</td>
<td>While variety of agencies and organizations</td>
<td>Noise</td>
<td>Employers sometimes offer to underwrite transportation to support their workforce getting to/from work.</td>
<td></td>
</tr>
<tr>
<td>In-Kind</td>
<td>Donations from the community that support transit planning and services</td>
<td>Varies</td>
<td>Unknown</td>
<td>Varies</td>
<td>Noise</td>
<td>Value of donations can count towards amount for funding requirement</td>
<td></td>
</tr>
</tbody>
</table>
9. Summary of Key Issues

The next report will be an in-depth look at the Issues and Options for developing the Town of Mariposa into a Transportation Center as directed by the CAC and other members and leaders of the community. In preparing this Background and Issues Identification Report we have summarized some of the key issues that should be considered for the next report:

- Continuous, safe and accessible pedestrian access from the north end of the study area to the south end is important.

- Parking in Historic Downtown could be improved with better vehicle and pedestrian access between Lower 6th Street Lot, 5th Street Lot and the Stroming Lot.

- The lower 6th Street lot is in a good location to serve the Historic Downtown area and it would be better utilized if it were improved with paving and lighting.

- There are not any “gateway” elements announcing your arrival in the Town of Mariposa at the north or the south HWY 49/140 interchanges.

- Improved signage directing visitors to public parking lots and points of interest is important as well as developing effective signage designating the entrances to public parking lots and welcoming visitors to the Town.

- Consideration should be given to finding more effective ways to communicate information about transit options and points of interest to visitors.

- Consider how RV and bus drivers view access in town and possibly provide more signage to keep them out of areas for which there is no easy exit.

- Usage of the History Center Lot and the Park & Ride facility are not optimized and more should be done to rectify this issue.

- Pedestrian access between Main Street and Bullion Street needs improvement.

- A bike path along Mariposa Creek and all the way from the historic downtown to the current Park & Ride Facility could be effective in providing safe and easy access between the areas.
- In consideration of future growth and the need for more parking near the historic downtown area of town, a future multi-level parking structure might be a topic to consider. If chosen as an option for further study it should probably be located closer to the south end of town near the historic downtown area than the north end town near Coakley Circle. Taking advantage of the topography, it might include access to different streets at different levels of the structure and it might include retail spaces. Environmental considerations and architecture that fits the town character will be important issues.

- Lighting of public parking lots, intersections and at crosswalks is important.

- Landscaping and pedestrian improvements in historic downtown could calm traffic and further improve the experience in downtown.
Appendix A: Town Hall Meeting

Mariposa Transportation Center

Town Hall Meeting

August 19, 2015

The following are the public comments recorded on flip-charts during the first public workshop held for the Mariposa Transportation Center study. These comments are not weighted to determine the overall sentiment of those in attendance, but rather a compilation of all comments made.

Below the notes from the formal portion of Town Hall Meeting #1 is a summary of comments received in writing at or after the meeting, or in phone or email messages to Mariposa County Staff, Citizen Advisory Committee members, or the KPFF consulting team.

Flip-chart Notes

General Concerns/Comments

- Bicycles and pedestrians are mentioned as a priority but pedestrians should be given a higher value - not a lot of biking in town
- Many tourists (especially Europeans) love to walk and will walk further distances than others
- Many of the major destinations (e.g. high school and courthouse) have a predictable traffic pattern (time of day, day of week, etc.) that you can use to optimize traffic efficiency
- No parking structure on the main street (Hwy 49/140). Parking structures adjacent to the state Highways may be OK
- No traffic lights to control intersections (keeping with town ‘feel’)
- The study should improve overall knowledge of available parking and what is needed to meet demand

Destination Focus/Opportunities

- Hospital
- Tourism in general, but especially to the historic district
- Offices that provide health and human services to the public
- Fairgrounds which provides overnight RV parking – but no existing access to downtown (those with RVs would have to drive them into town)
Barriers/Challenges

- Parking in general
- No sidewalks or gaps in sidewalks
- Access from the Idle Wheels mobile park for folks that use scooters – sidewalk issue
- Traffic safety at the intersection of Hwy 49 and Hwy 140 (south/west end of town)
- Pedestrian access for tourists along Highway 49/140
  - To the Miners Inn
  - Generally north to south along the highway
  - At all major crosswalks
- Employees at stores near the History Center use parking there and take up spaces that locals and tourists might use
- Existing parking lot access is challenging
  - Left turns on to Hwy 49/140 coming out of the Fifth Street parking lot
  - Lines of site in general at the corner of Sixth Street and Hwy 49/140
- Suitable stopping/parking facilities for bus and RV drivers who want to visit historic downtown
- Busses and RV’s can also take up existing on street parking
- Additional business employee and owner parking is needed
- Parallel parking on Hwy 49/140 can be difficult
- No defined parking spaces on Hwy 49/140 - not as efficient - Caltrans needs to re-paint parking stall delineations
- Commercial vehicles (bringing goods to business) take up a lot of parking at times during the day
- Bullion Street parking can be difficult – no sidewalks and topography
- Cars parked on Hwy 49/140 (especially near intersections) can hide pedestrians
  - Also cross traffic
  - Lines of site for people turning off side streets and onto Hwy 140
  - Exacerbated by poor street lighting at night
- Some older buildings (late 1800, early 1900’s) have only one way in or out, and so vendors using them need to park – temporarily – on street
- Government Center access issues (e.g. Courthouse, Library) lots of users not a lot of parking
- Mari-Go needs better outreach to make their schedule more understandable

Community Values

- Not “Oakhurst”
- Maintain historic integrity
- Unique building architecture is important and needs to be matched
• Avoid light pollution – Dark skies important to community
• Caltrans/ADA work on Hwy 140 will improve lighting at several intersections
  o Extend community appropriate street lighting further north through 11th Street
• Food trucks are beginning to take up some parking near History Center
• Improvements that don’t fit the community character are a non-starter

Written Comments

What key destinations and places need better transportation connections in the Town of Mariposa?

• Hotels and restaurants, art park and everything else, grocery stores
• Improved transit to Yosemite
• Hospital, Human Services, Courthouse/Government Center
• Historic downtown
• Fairgrounds
• Pioneer Market
• 49er Center

What obstacles/barriers exist today (physical barriers, lack of service, lack of amenities, etc.)?

• Lack of sidewalks

I really hope the study ADDRESSES/INCLUDES...

• People walking on the road—need sidewalks or alternative walkways
• Relocating visitor center to the south end of town to capture first time visitors coming via Hwy 140
• Motorcycle traffic and parking
• Clearly identified parking opportunities for those from out of town
• More sidewalks, more parking around Government Center, Library and Courthouse, near Post Office and museum
• More lighting from 49 north to 49 south along State Route 140
• Completion of the walking/bike path from 49 south to the Fairgrounds

It would be IDEAL if the project ALSO ADDRESSES/INCLUDES...

• A good balance between the historic feel of Mariposa and a progressive town that attracts visitors
• A study of first time tourist needs for information and the isolated location of the visitors center
• Transportation to fairgrounds, county buildings and hospital (or access to) – connecting north and south end of town
I might be CONCERNED if the study...

- Built a parking structure
- Brings stoplights or roundabouts to the town
- Ignores the county park and amphitheater

My worst FEAR is if the study...

- Forces Mariposa to lose its small town charm
- That this study duplicates previous studies that have not been implemented
- Realigns the highway, Mariposa Village loses its historic charm.

Would anything minimize those concern(s)?

- No comments

Other Comments

- Don’t forget landscaping around improvements and shade trees
- Any new structures should reflect the rugged western heritage and environment

Letter received from Community Member Prior to the Town Hall Meeting

I am unable to attend this meeting tonight, but I would like to give some input and hope you don’t mind me doing it here.

I was born and raised in Mariposa and have lived here for all of my 57 years. I was glad to see the parking issue, or lack thereof, was going to be addressed, as well as finding out there is grant money for the project. I have an idea I'd like to run by you, Kevin and the advisory committee. The thought has been occurring to me repeatedly this summer, especially in recent weeks with the triple digit heat waves and my AC not working in my car!

I have no planning experience nor have I ever been involved in transportation issues, so I may be way off base and sound like a looney, but here's my idea.

Why couldn't we construct covered parking areas (both existing lots and new) with solar panels and somehow make it advantageous to the county AND the community business owners in town? My first thought, before knowing the grant money was there, was local business owners could "pitch in" money to the project in exchange for a reduction to their power bill or somehow allowing them to connect as a power source for their buildings or???

I have a small car and being a local, have always parked anywhere I could find a space, except for red curbed areas of course! I am ALWAYS looking for a shady spot to park, especially in this heat with no AC. It's too bad we're having a drought, because I wanted to suggest planting some more shade trees around here too!
Appendix B: Community Meeting

Mariposa Transportation Center

Virtual Walking

Tour September

30, 2015

The following are the public comments recorded on flip-charts during the Virtual Walking Tour held for the Mariposa Transportation Center study. These brief comments are not weighted to determine the overall sentiment of those in attendance, but rather a compilation of all comments made.

General Concerns/Comments

- 4th Street parking lot needs to be addressed (“church”)
- Stop #3 – Donut shop parking lot is confusing/difficult.
- Stop #3 – there used to be a sign near the gateway with placard for local churches – it was removed. This sign used to be a popular item for tourists to photograph. Any new feature at gateway should be carefully considered (for positive and negative consequences).
- Stop #3 – are overhead arches common in “Gold Country” communities? Are there any existing arches over roadways in Gold Country communities?
- Stop #3 – overhead arch at the southern gateway could be a problem – it is a congested area already
- Stop #8 (Existing Transit Center and surrounding area) – adjacent commercial parking areas (Post Office and grocery store) can be dangerous – challenging layouts for drivers and pedestrians), and lots of traffic. Food trucks in the vicinity are also a contributing (and stand-alone) issue.
- Stop #10 – (north end of town). Consider parking facility on vacant land near PG&E on Jones Street.
Comments at the “Top 5 Conclusions” Stations

Below are notes left on the display boards at each of the five stations situated around the room.

Each attendee was given 2 gold star stickers and asked to place one sticker on each of their top two most important issues. The tally of total gold stars for each issue are noted below.

**Importance of the two Hwy 49/140 Gateways**

- No overhead arch.
- Like mines and mule.

**Parking availability may be improved by interconnecting existing public parking lots**

- Parking garage (6th Street dirt lot).
- Sugar Pine parking lot is difficult to negotiate.
- Coordinated parking district as part of the overall plan.
- Include lot east of Main Street between 5th and 6th Streets (behind historic buildings).

**Connecting pedestrian facilities is critical**

- Include a safe path from Pizza Factory to 4th Street or beyond.
- Stairway from Miner’s/Yosemite Bank to State Route 140 – better accessibility for pedestrians.

**“Bullion Street is the Future”**

**Purpose/use of the two main transit facilities should be assessed and perhaps switched**

- Can a physical connection for pedestrians and cyclists be made between the two facilities that are nearly contiguous?
- This topic needs to be related to the ‘pedestrian connectivity’ and ‘inter-connecting existing parking lots’.
Appendix C: LSC Report

Mariposa Parking Observations

Parking Counts

Parking counts were conducted in the Town of Mariposa on Saturday August 29th, 2015, between the hours of 10:00AM and 5:30 PM. The weather on the day of the count reached the mid 90s. The count area was divided into 33 individual sections comprised of both on street and off street public parking areas. (Note that as the focus of this element of the study is public parking, private parking areas were not included in the counts.) These sections can be seen in the attached “Parking Key” graphic. Each count started at the top of the hour along a predetermined travel path. In total, eight laps were performed. In addition to counting parked cars, the number of parking spaces was counted for each of the 33 sections. The majority of the parallel on street parking spaces were marked. In some instances, capacity of on-street parking locations exceeded 100% due to the fact that cars were parked in unmarked areas.

Based on the parking data collected, parking demand reached a peak in the 1:00 PM hour, as shown in Table 1. At that time, 191 vehicles were observed to be parked in the count areas as a whole, which filled 28 percent of the total parking spaces. Overall parking utilization was relatively high between 11 AM and 2 PM. However, parking utilization varied substantially between the various districts:

- The highest utilization was observed in the Main Street area between 4th Street and 6th Street, with up to 76 percent of spaces occupied (in the 11 AM hour).

- The downtown areas on either side of Main Street also had relatively high utilization. The areas west of Main Street had up to 57 percent utilization, while the areas east of Main Street had 51 percent utilization. Several on-street parking areas were fully utilized: 7th Street between Main Street and Bullion Street, as well as 5th Street west of Main Street. The downtown west section saw an increasing trend in parking volumes at the end of the day, suggesting that a second peak would occur in the evening.

- Utilization in the central count areas was moderate, with up to 30 percent of spaces used along Main Street between 7th and 11th Streets, and up to 25 percent used in the museum area.

- The spaces in the courthouse area were utilized up to 21 percent (which is undoubtedly higher on weekdays).
• Utilization was lowest in the public parking areas on the north end of the study area (12 percent), and the areas by the creek along Stroming Road (4 percent).

In general it was observed that parking demand was higher in the downtown (southern) portion of Mariposa, rather than the northern. As an example several parking areas in the downtown area saw 100% capacity, whereas the large public lot on Joe Howard St recorded only one parked car the entire day. On street parking on Highway 49 between 4th and 8th Street, and the two adjacent streets 5th and 6th, remained busy throughout the day. Very little parking occurred at the public lot on Stroming Rd or on the road along the creek. The parking within the Court House Area was minimal due to the fact that it was a Saturday; however the street in front of the library (opened on Saturdays) experienced a 65% utilization. The area along Coakley Circle between Jessie and Joe Howard Street remind busy most of the day. It appears to be the non-downtown center of town, with the post office, Pioneer Market, Museum & History Center, and several other shops and businesses all closely located. Despite the Museum & History Center being a tourist attraction, the area seemed frequented primarily by local residents.

Parking Turn Over

In order to determine the users of the parking lots, a parking turn over count was conducted by recording license plate numbers. It is assumed that tourist do not occupy a parking space for more than an hour or two, and that vehicles seen over longer periods are generally employees. Parking areas 4 (Joe Howard St Lot), 6 (Street in front of Pioneer Market), 7 (Miners Museum), 20 (SR49 between 5th/6th), 27 (SR49 between 6th/7th), 31 ( Storming St Lot), and 32 (dirt lot on 6th West) were selected to be observed. Observations and license plate recordings were made at least three times over the course of the day.

It was determined that lot 7 (Miners Museum) saw the highest number of repeat vehicles parked in the same spot over multiply observations. It is speculated that these vehicles belonged to employees of Pioneer Market. It is interesting that this low turnover did not occur in area 6 (street in front of Pioneer Market) which is closer to the market but did not have shaded parking spots. The downtown on-street parking (20, 26) saw good turn over with only three vehicles which did not turn over. The dirt lot off of 6th Street showed relatively low turnover. It appears that employees working in the shops downtown preferred to park in public lots off the highway. However not very many people would venture all the way down to the public lot on Stroming Street to park.

A single vehicle was observed to park in the large parking lot off of Jay Howards Street (#4) all day. It appeared this driver used the parking lot as a park and ride and boarded the bus from this parking location.

Downtown Pedestrian Use Pattern

Count staff also were tasked with observing overall pedestrian patterns. No clear pedestrian travel pattern was observed regarding persons walking to/from parking. All of the observed parties which walked on the block between 5th and 6th street did not park on the Highway. They were all seen walking to the West or East on 5th and 6th street. Some were confirmed to have parked and seen retrieving their vehicles.
The pedestrians along the downtown block of SR 49 between 5th and 6th Street were an equal mix of local residents and visiting tourists. The local residents were observed to wear clothing with the names of local establishments and school/youth sports teams. The short bits of dialog overheard would also confirm their place of origin.

One common pedestrian travel pattern noted was the concentration of pedestrians crossing Main Street between 5th and 6th Street. Many pedestrians would reach the south end of the block at 5th Street, walk down the steps to street level, then proceed to cross Main Street. The vast majority would do so NOT in the cross walk, as the cross walk is located on the south side of the intersection. It would be more appropriate to mark the crosswalk if it was located on the north side of the Main/5th intersection.

**Tour Buses and RV**

As part of observations, an hour-long tour bus volume count was conducted. Tour buses were counted between the hour of 1:15 and 2:15 PM along SR 49 between 5th and 6th Streets. A total of 6 tour buses were observed on SR 49, 4 southbound and 2 north. 2 tour buses were observed to have parked in the Miner Museum parking lot (#7); one during the 11 O’clock hour and another during the noon O’clock hour.

Observations were also made of RV’s parked in various lots. Class A and large Class C RV’s were noted; the observation did not include class B camper vans. The Mariposa Fairgrounds dedicates a large day and night parking area for RV’s. During the course of the day no RV’s or vehicles of any kind were observed to have utilized this parking lot.

At the intersection of SR 49 and 140 is a small shopping plaza with a parking lot which includes 2 RV/tour bus spaces. At the 5 O’clock hour one RV was observed to park in this location. During the 11 O’clock hour one RV was observed to have parked in the Miners Museum lot (#7). No RVs or Tour buses were observed to have parked in any of the downtown area lots or on-street parking.
Parking Survey Area Key (2 of 2)
Appendix D: References

1. **2012 Regional Transportation Plan** by *Fehr & Peers for Mariposa County Local Transportation Commission*, March 2013

2. **2010 Bicycle & Pedestrian Transportation Plan** by *Fehr & Peers for Mariposa County Local Transportation Commission*, June 2011


4. **Coordinated Public Transit – Human Services Transportation Plan** by *Business Forecasting Center* in the Eberhardt School of Business at the University of the Pacific, January 30, 2015

5. **County of Mariposa General Plan** found at [www.mariposacounty.org/index.aspx?NID=458](http://www.mariposacounty.org/index.aspx?NID=458) and specifically Chapter 9: Circulation, Infrastructure and Services

6. **Short Range Transit Plan – Mariposa County Transit** by *Nelson Nygaard for Mariposa County Local Transportation Commission*, August 2011

7. **Transportation Planning Overall Work Program** by *Mariposa County Local Transportation Commission*, Amended April 30, 2012

8. **Mariposa County Transportation Commission Financial Statements for Period Ending June 30, 2015** by *Smith and Newell, CPAs*, December 1, 2015
Appendix E: Survey Responses

Mariposa Connections

RECEIVED
NOV 9 2015

Individual/Business Name: Ron Loya
Email Address: mmhc@stl.net

Individual
Business

Address/P.O. Box:
City/State/Zip:

What key destinations and places need better transportation connections in the Town of Mariposa?
Mariposa Public Cemetery connected to town via the Mariposa Creek trail system

What obstacles/barriers exist today (physical barriers, lack of service, lack of amenities, etc.)?
A lack of dedicated food truck spaces that do not interfere with pedestrian or auto traffic flow yet are convenient to parking lots.

I really HOPE the study ADDRESSES/INCLUDES.... A way of connecting pedestrian traffic
from Historic Downtown areas to the more northerly areas of Main street

It would be IDEAL if the project ALSO ADDRESSES/INCLUDES.... I like the idea of reducing speed
into town and placing an archway "town entrance" sign at or just south of the Arts Park area

I might be CONCERNED if the study....

My worst FEAR is that the study .... advocates a parking structure that is overly conspicuous

Would anything minimize the concern(s)?

Use the back side if needed to more fully explain!!

Return to:
Brian Foucht, Mariposa County Planning Department
5100 Bullion Street, 1st Floor, Mariposa 95338
bfoucht@mariposacounty.org   FAX (209) 742-5024
Mariposa Connections

Individual/Business Name: Grace Note Chimes
Becny Colurr

Email Address:
mike@gracenotes.com

Address/P.O. Box: P.O. Box 1138
City/State/Zip: Mariposa CA. 95338

What key destinations and places need better transportation connections in the Town of Mariposa?

What obstacles/barriers exist today (physical barriers, lack of service, lack of amenities, etc.)?

I really HOPE the study ADDRESSES/INCLUDES....

It would be IDEAL if the project ALSO ADDRESSES/INCLUDES....

I might be CONCERNED if the study...

My worst FEAR is that the study ....

Would anything minimize the concern(s)?

Use the back side if needed to more fully explain!!!

Return to:
Brian Foucht, Mariposa County Planning Department
5100 Bullion Street, 1st Floor, Mariposa 95338
bfoucht@mariposacounty.org  FAX (209) 742-5024
<table>
<thead>
<tr>
<th>What key destinations and places need better transportation connections in the Town of Mariposa?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consider Traffic Circle at 4960 @ 160 for better circulation</td>
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</tbody>
</table>

What obstacles/barriers exist today (physical barriers, lack of service, lack of amenities, etc.)?

I really HOPE the study ADDRESSES/INCLUDES....

It would be IDEAL if the project ALSO ADDRESSES/INCLUDES....

I might be CONCERNED if the study....

My worst FEAR is that the study ....

Would anything minimize the concern(s)?

Use the back side if needed to more fully explain!!!

Return to:
Brian Foucht, Mariposa County Planning Department
5100 Bullion Street, 1st Floor, Mariposa 95338
bfoucht@mariposacounty.org FAX (209) 742-5024
Mariposa Connections

Individual/Business Name: 

Email Address: gjohnson@sti.net

Address/P.O. Box: 

City/State/Zip: 5253 Montana del Sol, Mariposa, CA 95338

What key destinations and places need better transportation connections in the Town of Mariposa?

What obstacles/barriers exist today (physical barriers, lack of service, lack of amenities, etc.)?

Parking: Hard to access right from side streets due to on-the-street parking. High steps to negotiate. Lack of handicap access.

I really HOPE the study ADDRESSES/INCLUDES... crosswalks, round a-abouts at key intersections, safety of kids walking to school in town.

It would be IDEAL if the project ALSO ADDRESSES/INCLUDES... pedestrian signs, walkways throughout Mariposa so people can use it better for finding people, food vendors, etc, Social parking.

I might be CONCERNED if the study...

My worst FEAR is that the study... will not improve traffic flow.

OR even worse due to "back door"...

Would anything minimize the concern(s)?

Use the back side if needed to more fully explain!!!
# Mariposa Connections

<table>
<thead>
<tr>
<th>Individual</th>
<th>Business</th>
<th>Individual/Business Name:</th>
<th>Email Address:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Chery Davis</td>
<td><a href="mailto:billandchery@sti.net">billandchery@sti.net</a></td>
</tr>
</tbody>
</table>

**Address/P.O. Box:** 1185

**City/State/Zip:** Mariposa, CA 95338

**What key destinations and places need better transportation connections in the Town of Mariposa?**

The intersection of Highways 140 and 49 South of town needs improvement. Maybe a round-about would help.

**What obstacles/barriers exist today (physical barriers, lack of service, lack of amenities, etc.)?**

Steps that are not wheelchair accessible.

I really HOPE the study ADDRESSES/INCLUDES.... Tourist and YARTS buses have a place to park. Employees of downtown businesses park off the main street (i.e., have designated employee parking).

It would be IDEAL if the project ALSO ADDRESSES/INCLUDES.... A pedestrian/biking trail from the fairgrounds to Stockton Creek Preserve off of Highway 140 north of Old Highway. Designated spaces for cell phone service.

I might be CONCERNED if the study... Added traffic lights and took away the old town feel.

**My worst FEAR is that the study .... will be ignored.**

**Would anything minimize the concern(s)?**

---

**Use the back side if needed to more fully explain!!!**

Return to:
Brian Foucht, Mariposa County Planning Department
5100 Bullion Street, 1st Floor, Mariposa 95338
bfoucht@mariposacounty.org  FAX (209) 742-5024

It would be great if small 2” brass markers were embedded in the sidewalks to designate historic sites. This way tourists could be aware that a plaque or site is nearby. Monterey has this.
Mariposa Connections

Individual/Business Name: David Gerken
Alpine Builders

Address/P.O. Box: 1944 Mariposa CA.

City/State/Zip:

What key destinations and places need better transportation connections in the Town of Mariposa?

What obstacles/barriers exist today (physical barriers, lack of service, lack of amenities, etc.)?
Downtown Walks

I really HOPE the study ADDRESSES/INCLUDES… New parking Garages
Multi-level if they build it they will park

It would be IDEAL if the project ALSO ADDRESSES/INCLUDES…

I might be CONCERNED if the study… Does not look promising

My worst FEAR is that the study… Does not Find Grants for the County to use

Would anything minimize the concern(s)?

Use the back side if needed to more fully explain!!!

Return to:
Brian Foucht, Mariposa County Planning Department
5100 Bullion Street, 1st Floor, Mariposa 95338
bfoucht@mariposacounty.org    FAX (209) 742-5024
## Mariposa Connections

<table>
<thead>
<tr>
<th>Individual/Business Name:</th>
<th>Email Address:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tara Schieltz</td>
<td>schieltz@</td>
</tr>
</tbody>
</table>

Address/P.O. Box:
City/State/Zip: Mariposa, CA

What key destinations and places need better transportation connections in the Town of Mariposa?
- Downtown Corridor, churches

What obstacles/barriers exist today (physical barriers, lack of service, lack of amenities, etc.)?
- Parking for downtown corridor

I really HOPE the study ADDRESSES/INCLUDES... parking for restaurants.

It would be IDEAL if the project ALSO ADDRESSES/INCLUDES... sidewalks, safe walking/crosspaths for pedestrians.

I might be CONCERNED if the study... did not address parking/safety.

My worst FEAR is that the study .... does not address congestion issues.

Would anything minimize the concern(s)? More parking, sidewalks.

---

Use the back side if needed to more fully explain!!!

Return to:
Brian Foucht, Mariposa County Planning Department
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bfoucht@mariposacounty.org FAX (209) 742-5024
Mariposa County
Local Transportation Commission

Mariposa Transportation Center Feasibility Study
Phase I Preferred Plan

Adopted
March 14, 2017

Resolution LTC 17-7
This project is funded by a FY 2014-15 grant from Caltrans: Transit Planning for Rural Communities Program
I. Summary

The CAC, working with KPFF and Mariposa Planning, has prepared a Draft Preferred Plan that includes three integrated sets of improvements that will significantly improve transportation and enhance economic development in the Town of Mariposa:

- Parking, circulation and wayfinding improvements to serve Main Street and the Downtown. Key parking improvements include fully improved parking areas southwest (below) Main Street between 5th and 6th Streets, in addition to any developed at the Transportation Center and the existing Tourist Information Center.

- A Transportation Center to be developed as part of the Government Center complex of uses.

- Circulation and wayfinding improvements, both physical and operational, designed to ensure a high degree of connectivity and integration between key improvements. Key circulation improvements include:
  - sidewalks on Highway 140 and Bullion Street;
  - links between parking areas;
  - completion of the Mariposa Creek Parkway;
  - linkage of existing streets via extensions; and
  - gateway and wayfinding design and improvement.

II. Transportation Center Plan

A. Vision

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).
B. Mission

Mariposa, as a transportation hub, will require solutions to four (4) primary areas of concern, each with its own issues and possible options. The rural/historic character must be maintained with each area of concern.

1. Parking Features:

*Improved parking options will be located throughout the community for residents and visitors.*

   a) Easy to find;
   b) Accessible (ADA);
   c) Adequate capacity;
   d) Proximate to shopping, businesses and other points of interest;
   e) Potentially multilevel; and
   f) Multiple locations for various purposes.

   g) Resources:

      1) Adequate lighting;
      2) Trash receptacles;
      3) Electric vehicle charging stations;
      4) Technologically advanced;
      5) Restrooms where appropriate;
      6) Information access;

2. Transit Considerations:

*People using one mode of travel will find it easy and convenient to shift from one mode of transportation to another;*

   a) Transit growth with the community;
   b) Accommodations for all sized vehicles;
   c) Frequent and varied transit options
d) Targeted to the downtown

e) Connectivity to key destinations including fairgrounds and airport

f) Inter-regional (especially to Oakhurst and Merced)

3. Active Transportation Choices

*Pedestrians and bicyclists will utilize an interconnected network of well-developed pathways and nodes to gain easy access to a variety of transportation options.*

a) Promote use with improved routes

b) Safe and well maintained routes

c) Well integrated with other transit

d) Networked/linked

e) Expanded using existing facilities as a foundation

f) Interconnect with recreational trails

g) Resources

1) Adequate lighting

2) Trash receptacles

3) Technology enhanced

4) Restrooms where appropriate

5) Information access

4. Way-finding Guides

*Clear directions to find community destinations, including transportation services and amenities.*

a) Easily visible

b) Multi-dimensional

c) Varied methods

d) Technologically accessible
e) Unified theme illustrated with a Mariposa brand

C. Parking Development and Improvement

The parking analysis conducted for the Background Report confirms that parking deficiency in the Town of Mariposa is complex problem consisting of an unmet need for spaces, design, parking site location, design and access, lack of visibility and wayfinding, interconnection, and substandard improvements and the more distant location of improved facilities. Environmental factors such as topography, the presence of the Mariposa Creek, and institutional factors such as Caltrans ownership and operation of principal access routes (Hwy 140/49) are also factors. The need for comprehensive parking improvements is more urgent with implementation of the current Pedestrian Bicycle Master Plan that will remove on-street parking to make room for pedestrian and bicycle improvements.

Planned improvement of existing and new parking areas emphasizes physical and operational adequacy of parking facilities, amenities, access, interconnection, and wayfinding to serve the Downtown as the highest priority. Proposed parking improvements will serve existing uses and are also intended to accommodate increases in intensity of use in the Downtown area and the community.

Parking facilities to serve the downtown will include surface, at-grade improvements to accommodate the current need for safe and accessible improvements, and design will also split-level parking structures in response to any future: 1) overall increases in intensity of use within the Downtown area; or 2) a shift to off-street parking to enhance pedestrian access and improvement. Phased improvements will be designed to anticipate possible construction of parking structures in these locations where most feasible and cost-effective.

Parking improvements to serve the Downtown include:

- Existing at grade, surface parking approximately 1.3 acres located between 5th Street and 7th Street;
- Existing at grade parking on the East side of Bullion North of 7th Street; and

Interconnection of the above referenced parking areas for pedestrians and vehicles is an indispensable facet of planned parking improvements.

Parking improvements to serve visitors and the community include:
1) parking for rideshare and mode shift at the proposed 3 acre Transit Center (Hwy 140/11th Street/Bullion Street); and

2) parking developed on 2 vacant acres at the existing Visitor Center (Hwy 140/Jones Street/Bullion Street).

A parking space is defined as a full size, rather than compact, space within a fully improved facility consisting of pavement, striping, drainage (with appropriate on site BMPs), lighting, landscaping, EV charging, and visitor information. Packaging parking improvements with appropriate and necessary sidewalks, lighting, landscaping and wayfinding consistent with an overall Wayfinding Program will ensure full access and use of these areas by business patron and employees.

Improved parking, along with circulation links and wayfinding, to serve the downtown is the highest Preferred Plan priority.

D. Multi-modal Transportation Facilities

Transit facilities currently include a Park and Ride and bus stop on Joe Howard Street and a bus stop at Main Street and 7th Street. The plan envisions a new, multi-modal transportation center located on approximately 3 acres at 11th Street and Highway 140, in the Government Center sub area of the Preferred Plan. A multi-modal center located in close proximity to Downtown businesses, the historic courthouse, library and government center establishes transportation as a key supportive land use for these elements of the community. The new transportation center is intended to be developed as a rural scale facility as a fully integrated component of the existing County Government Center.

The site was selected over three other potential locations, including the existing YARTS park and ride lot, for the following reasons:

- Direct access and reasonable proximity to Downtown;
- Low potential to affect the Historic Character of the Historic District;
- Site availability (County ownership) and lack of existing improvements;
- Flexibility for site development and facility design including size and frontage;
- Access to, and visibility from, the existing Government Center and Main Street
• Can be developed as an important component of existing government center uses and destinations, including public safety services, courthouse, library and permitting.

There is no priority, among the other Transportation Center Feasibility Study improvements, for development of the Transportation Center; i.e. implementation programming (design, financing and development) may occur at any time. The primary purpose of the facility will be to accommodate and encourage transition between all modes of travel, primarily to promote the use of public transportation and to ensure the future integration of Yosemite National Park transportation objectives in a manner benefitting the Town of Mariposa.

The transit center will accommodate various transportation uses representing the four key Transportation Feasibility Study project elements:

• A fully enclosed, rural – scale information and comfort station center;

• Priority parking for YARTS, Mariposa County Transit and any related Yosemite National Park and concessionaire employee shuttle users;

• Additional off street parking for government center uses adjacent to Bullion Street;

• Structured parking to be designed as a future phase;

• Facilities to support pedestrian and bicycle transportation, including bicycle racks and lockers; restrooms, picnic facilities, a small plaza for public art and appropriate landscaping;

• Pedestrian connection to Main street via an extension of 10th street;

• Primary access from Main Street, secondary access via 11th Street and inter connection with existing Government Center uses via cross driveway, hardscape and landscape connections.

The photographs are examples of transportation center development.
(Photos: Grand Canyon Transit Center; Tahoe City Transit Center; Visalia Transit Center)

E. Circulation

An essential concept of the plan is that motorized and non-motorized circulation and site-specific parking and multi-modal improvements go hand-in-hand.

At the town scale, improvements deemed necessary to enable additional, centralized residential and commercial development and to enhance active transportation throughout the Town:

1) Complete sidewalks on Highway 140/Main Street from Highway 49 South to Highway 49 North;

2) Complete sidewalks on the West side of Bullion Street from Jones Street to 3rd Street;

3) Complete curb, gutter, sidewalks and driveways (as needed) on 7th Street between Bullion and Main Street and between Main Street and Stroming Lane;

4) A new vehicle bridge located mid-block between 5th and 6th Streets connecting parking areas Southwest (below) Main Street to Stroming Lane;

5) Completion of the Mariposa Creek Parkway called for in the Mariposa Town Plan and the Economic Development Strategy from 8th Street to Joe Howard Street and the will enable convenient, off street north-south; and

6) Extension of Stroming Lane for approximately one-third of a mile, from 8th Street to Joe Howard Street.

7) Ancillary circulation improvements include pedestrian connections and nodes between the Transit Center, Mariposa Creek Parkway, Downtown parking areas, and the Arts Park.

Operational improvements may be necessary, subject to future evaluation, to enhance access to 5th and 6th Street parking area, as follows:

• A new left turn from Northbound Main Street onto 5th St. will reduce Main Street congestion and enable those entering Mariposa to respond to wayfinding improvements directing travelers to parking areas West (below) Main Street.

• One-way direction of travel for Southwest-bound travel on 5th St. is dependent upon construction of a new bridge for vehicle access between 5th and 6th, providing access to Stroming Lane.
• Closure of the Southwest leg of the intersection of 7th Street at Main St to vehicle traffic;

• Potential on – street parking restrictions on Main Street to enable safer turning movements and to increase sight distance

A new, high-priority, North/South interior service corridor will link improved 5th, and 6th St. parking areas. Selection of the most efficient location and alignment will avoid redundancy and enable multiple uses for this corridor, including automobile connectivity between parking areas, pedestrian access and access by delivery vehicles.

Enhancement of existing segments and completion of the third segment of the Mariposa Creek Parkway (6th Street to Joe Howard Street) is the highest near-term circulation priority.

F. Tour Bus Visitor Staging

A small percentage, estimated to be approximately 5%, of all visitors, travel through Mariposa on the way to Yosemite National Park travel via tour bus, and a smaller percentage of tour companies utilize Mariposa as a location for overnight stays. Tour visitors dropped off in a location close to Downtown, and picked up at that same location even a short time later, will be more likely to visit Downtown Mariposa, and Main Street in particular.

The Draft Preferred Plan proposes a location for this to occur on the Northeast side of Main Street just North of 7th Street. Modest improvements using the existing topography in a park-like setting will promote use of this site for this purpose. Improvements will include shelter, picnic tables, restrooms and ancillary parking immediately adjacent to Bullion Street.

The site will serve as a tour drop off and pick location from Main Street only, with pedestrian and bicycle only access into the site. Improved parking will be provided on Bullion Street North of 7th Street in the location of the existing parking area.

An evaluation will be made of the feasibility of a pedestrian connection from this location, beneath Main Street, to 7th Street and the Mariposa Creek Parkway.

G. Gateways And Wayfinding

The Plan proposes to develop a new Gateway Zone and Gateway Element. These improvements are intended to achieve the following:

• Welcome visitors to the community, providing a first impression of important community history and values;
• Provide a statement of arrival at a destination worth experiencing personally, first-hand;

• Enhance the visual attractiveness of the Town of Mariposa, as a whole, Main St. as a rural scale historical commercial district; and

• Enable visitors to find their way to parking, transportation and related services and amenities.

The Draft Preferred Plan develops two distinct approaches, with design elements (materials, landscaping, sculpture etc.) based on the context of each. Both approaches will be unified via an implementation plan that sets forth common themes, materials, and colors.

1. A South Gateway Zone will be developed as a composite of improvements over a two – block area along Hwy 140 and within the Downtown along Main St.. This area is depicted in the Draft Preferred Plan extending from 3rd Street, along the Main Street and Arts Park frontage to 5th Street.

The South Gateway will utilize the Arts Park as frontage and incorporate pedestrian improvements, landscaping, hardscape, public art and lower speed limits beginning before the Hwy 140/Main St./Hwy 49 intersection.

The objectives of the South Gateway Zone are to:

1) establish a strong, vibrant, and artistic community entry statement;
2) slow vehicle traffic speeds via low - level, landscaped traffic calming measures;
3) incorporate, and enable interpretation of, wayfinding measures; and
4) establish a destination and focal point that anchors and integrates the Mariposa Creek Parkway to the Historic Downtown and principal open space features, the Arts Park and the County Park.

2. A North Gateway will be integrated with the Visitor Center at the Hwy 49 North/ Jones St/Main Street intersection. The North Gateway is intended to provide direction to Mariposa, Yosemite and other areas of interest as well as invite travelers to stop and spend time in Mariposa.

Wayfinding is a discrete program complementing the other principal elements in a manner that is unique to the Town of Mariposa. The implementation program, to be developed within Phase II, will include directional signs and wayfinding markers for each mode of travel: vehicles, pedestrians and bicyclists, as well as information stations. The program begins with unified Gateway Zone and Element.

G. Phase II Implementation Plan Program
The Town of Mariposa Transportation Center Feasibility Study - Phase II will program implementation of the Preferred Plan by building upon tasks and deliverables completed in Phase I, completing the Transportation Center Feasibility Study.

Phase II, will implement and build upon the Phase I groundwork, carefully established by the Citizens Advisory Committee (CAC), to achieve an overall “transportation context” for the Town of Mariposa.

Phase II Objectives are as follows:

• Improve mobility, connectivity, and access to transportation services and amenities through multi-modal parking facilities and active transportation 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; and

• Integrate 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.

Phase II study elements will accomplish these objectives by incorporating the following attributes.

The project will utilize these attributes to prepare Phase II studies corresponding to each of six (6) elements that will form an integrated Final Transportation Center Plan, as follows.

• Transit Study
• Parking Facility Improvement and Management Study
• Active Transportation Study
• Way-Finding Study
• Community Sustainability and Aesthetics Study
• Finance and Implementation Plan
Transportation Center Preferred Plan Diagrams

Overall Preferred Plan

Enlargements:
  South Area
  Government Center Area
  Central Area
  North Area
MEMORANDUM

Date: March 14, 2017

To: Local Transportation Commission

From: Brian Foucht, Deputy Director

Topic: Transportation Center Feasibility Study - Phase I:
Recommended Preferred Plan

I. Project Initiation

A. Grant Award and Project Initiation

On July 3, 2014, the Executive Director of the Local Transportation Commission for Mariposa County received notification of an award of $100,000 from Caltrans to fund the subject program. The total amount of the project funded is $112,956, including a $12,956 local cash match consisting of staff time. The ultimate objective, through Phase II, is development of one or more rural-scale multi-modal facilities, publicly accessible transportation information, a way-finding program to benefit residents and visitors, an improved parking district, and a financing plan. This will formalize Mariposa's role as the transit and transportation hub (center) for the County and for year-round access to Yosemite.

Caltrans deemed two conditions of the grant satisfied on August 19 and October 23, 2014.
B. Citizens Advisory Committee Formation

In January 2015, the LTC established a Citizens Advisory Committee (CAC) via Resolution 15-4. The LTC adopted Resolution 15-5 to increase the number of members from nine, to 11.

The CAC held its first meeting on June 3, and elected Duane Robinson as its Chair, Kris Casto as its Vice Chair, and Karen Smith as its Secretary. The CAC has established regular monthly meetings on the first Wednesday of each month at 2pm. The CAC has since established a strong foundation for ongoing Sustainable Community Transportation Planning (Exhibit A, attached: Minutes June - October).

C. Technical Advisory Committee

In May, the Planning Department facilitated formation of an interdepartmental Technical Advisory Committee (TAC) to provide staff support and information to the CAC and, eventually the consultant. The TAC consists of designated staff from the County Departments of Public Works (Gary Taylor), Planning (Brian Faught), Human Services (Janet Gass), Community Services (Terri Peresan), YARTS Administration (Dick Whitington), and the National Park Service (NPS) Division of Strategic Planning (Jim Donovan). NPS involvement at this level is notable and encouraging to staff and the CAC.

D. Consultant Selection

In March, Planning Dept. staff issued an RFP for consultant assistance. The County received proposals in April and May and distributed these to the CAC at its first meeting on June 3. The CAC appointed a Consultant Selection Subcommittee of its members (Kris Casto, Jeanetta Phillips, Noel Morrison, and Ron Ludice) to evaluate and recommend a consultant to the CAC. The Subcommittee met three times, during June, to develop guidelines, standards and criteria for ranking proposals and consultant interviews, held on June 25. The CAC approved the Subcommittee’s recommendation for consultant assistance on July 1. The LTC approved the recommendation on July 14. The County executed a Professional Services Agreement with the firm of KPFF, and the TAC and the KPFF team held a kick off meeting that same day.

E. Community Participation

On August 5, in preparation for public participation activities, the CAC adopted a concise statement of goals, objectives and elements (Exhibit B, attached) and a Study Area (Exhibit C, attached) for use in identifying the project to the community. The CAC also reviewed and adopted corresponding project “brand” (Mariposa Connections) developed during July by CAC members (Noel Morrison, Cara Goger, Duane Robinson) for use throughout both phases of the project.
During this meeting, the CAC requested that staff formally change the name of the project to “Town of Mariposa Transportation Center” and adopted a Study Area to emphasize:

1) The comprehensive nature of the feasibility study project to address all forms of transportation in multiple locations; and

2) The corresponding goals, objectives and elements embodied in the Scope of Work.

The CAC recommended, and the LTC adopted, a resolution changing the official name of the project and the CAC, accordingly.

The Committee then appointed a Public Engagement Subcommittee (Cara Goger, Karen Smith, Charlotte Kelsey, Karen Cutter, Jeanetta Phillips, and Duane Robinson (alternate)) tasked as follows:

1) Work with staff and the consultant to complete the draft Community Participation Workbook for adoption by the CAC at its next meeting; and

2) Program a series of community participation activities outlined in the workbook.

The Subcommittee assisted in programming the Town Hall Meeting (August 19). On September 2, the CAC directed the Subcommittee to work with the Consultant to recommend programming for the Walking Tour (September 19) and the Virtual Tour and Workshop (September 30). Notes for these completed activities are attached. (Exhibit C, attached)

The Subcommittee also reviewed the Community Participation Workbook (Exhibit D, attached) and recommended adoption by the CAC with the understanding that the Workbook would be subject to change based on recommendations of the Subcommittee and conclusions of the CAC. The CAC - approved Workbook activities next involve a short series of Focus Groups to address key, formative issues and concerns identified during the Town Hall meeting, Walking Tour and Virtual Tour. Focus Group activities occurred during November, 2015.

F. Project Management

The CAC considered (August 5) an updated Workflow for the project and relationship of the project to the Phase II program referenced in Task 5 of the Scope of Work. The CAC recognized that seamless integration of both Phases I and II is essential for efficient, and feasible, implementation of comprehensive project goals and objectives, and future design, engineering and financing of elements (not a part of this Phase I project). The CAC noted that the planned Workflow would result in selection of a Preferred Option in
March or April of 2016. This corresponds with the timeframe for early notification of
grant award anticipated for Phase II. Therefore, the CAC recommends that the LTC
adopt a resolution amending the Phase I timeline in accordance with Workflow (Exhibit
H, attached)

II. Background Information and Issues Identification

The Background Report was a significant milestone accepted by the LTC in January, 2016.
The report led directly to the discussion and evaluation of Issues and Options/Sketch
Plans, with issues reviewed in the Background and Issue Identification report referenced
during consideration of Issues and Options/Sketch Plans.

The CAC focused the scope of the background report considering the relationship of Phase
II limited Phase I budget and the overall goal of the Phase I program. The goal of Phase I is
to identify specific improvements that, taken together, will establish a “transportation
context” for the Town of Mariposa. The specific elements that will comprise this context
are:

- Parking
- Transit
- Active Transportation (walking and biking, includes ADA improvements)
- Way finding (signs and information)
- Community Character/History/Aesthetics
- Finance

The objective of the Background and Issues Identification Report was to set forth
information regarding the current condition and related issues of each of these elements
sufficient to establish a range of options from which the CAC will select a “preferred option”
for recommendation to the LTC. The following key issues were identified in the Report:

- Continuous, safe and accessible pedestrian access from the north end of the study area to the
  south end is a priority.

- Parking in Historic Downtown could be improved with better vehicle and pedestrian access
  between Lower 6th Street Lot, 5th Street Lot and the Stomring Lot.

- The lower 6th Street lot is in a good location to serve the Historic Downtown area and it
  would be better utilized if it were improved with paving and lighting.

- There are no “gateway” elements announcing your arrival in the Town of Mariposa at the
  north or the south Hwy 49/140 interchanges.

- Improved signage directing visitors to public parking lots and points of interest is important as
well as developing effective signage designating the entrances to public parking lots and welcoming visitors to the Town.

- Consideration should be given to finding more effective ways to communicate information about transit options and points of interest to visitors.

- Consider how RV and bus drivers view access in town and possibly provide more signage to keep them out of areas for which there is no easy exit.

- Usage of the History Center Lot and the Park & Ride facility are not optimized and more should be done to rectify this issue.

- Pedestrian access between Main Street and Bullion Street needs improvement.

- A pedestrian/bicycle path along Mariposa Creek and all the way from the historic downtown to the current Park & Ride Facility could be effective in providing safe and easy access between the areas.

- In consideration of future growth and the need for more parking near the historic downtown area of town, a future multi-level parking structure might be a topic to consider. If chosen as an option for further study it should probably be located closer to the south end of town near the historic downtown area than the north of end town near Coakley Circle. Taking advantage of the topography, it might include access to different streets at different levels of the structure and it might include retail spaces. Environmental considerations and architecture that fits the town character will be important issues.

- Lighting of public parking lots, intersections and at crosswalks is critical.

- Landscaping and pedestrian improvements in historic downtown could calm traffic and further improve the experience in downtown.

Through a series of public meetings, the CAC developed a variety of Options that would address the Key Issues.

III. ESTABLISHING AND EVALUATING ISSUES AND OPTIONS

The process used over several months by the CAC for this stage of the planning process has been to:

1. Identify the range of issues and options related to these elements;
2. Progressively narrow and the prioritize the range of options;
3. Graphically represent prioritized options in a series of Sketch Plans; and
4. Select and integrate sketch plan elements to create a Draft Preferred Plan.
In preparation for this stage of the planning process, the CAC organized the Study Area according to discrete transportation “contexts”, within the Town of Mariposa as follows (see maps below):

- Study Areas: South, Central and North Subareas
- Corridors: Bullion Street, Main Street/Hwy 140; and
- Gateways: South and North

Each of these locations/contexts contain unique, and some mutual, issues and options for transportation improvement. These attributes were identified and described according to their overall context and transportation focus, as follows:

**STUDY AREAS:**

- **South Subarea** - (Hwy 140, Bullion Street, Stroming Ln. from Intersection 49 So./3rd St – 7th Street):
  - Overall context: historical ambience and town character.
  - Transportation Focus: Parking improvement, circulation and wayfinding.

- **Central Subarea** - (Hwy 140, Bullion St., Stroming Ln. Jesse St. from 7th St. – 12th St.):
  - Overall context: Hwy 140 corridor, community business and services;
  - Transportation Focus: Inner-community active transportation links, active transportation improvements, interconnection and wayfinding.

- **North Subarea**
  - Overall context: community and visitor services;
  - Transportation Focus: improvements to transportation and transit services and amenities, tourism support.

**CORRIDORS:**

- **Bullion Street Corridor**:
  - Overall context: local serving transportation corridor;
  - Transportation Focus: “complete streets” improvements to support active transportation, side street connections to Hwy 140, Historic Downtown.

- **Hwy 140 Corridor**
  - Overall context: Community gateways, character per South, Central and North Subareas;
  - Transportation Focus: East and west gateways, Inter-regional/inner-regional, inner-community transit and transportation.
Mariposa Creek Corridor

- Overall context: parking support for Historic Downtown, active transportation, open space;
- Transportation Focus: improved parking, access and circulation, complete links to active transportation nodes and pathways.

GATEWAYS:

- South Gateway:
  - Overall context: welcome and introduce to Historic Downtown, community and County; emphasize and interpret local character and attributes;
  - Transportation Focus: on Historical Downtown community entrance; wayfinding to parking and services; traffic calming and lower traffic speeds.

- North Gateway:
  - Overall context: regional and County visitor wayfinding for support and services;
  - Transportation Focus: support and enhance principal visitor and community services; long term changes to enhance visitor and community serving potential.
The CAC then considered issues and a robust set of Options related to locations/contexts depicted above for all the following five (5) Project Elements:

- Community Character (CC);
- Parking lots and structures, transportation stops and staging areas, amenities (P);
- Active Transportation: bicycle and pedestrian pathways, nodes and ADA Improvements (AT);
- Transit (T); and
- Wayfinding signs and information (W).

The following table categorized Options according to these Project Elements, provides a guidance statement for use by the CAC, and identifies a preliminary location/context for each Option.

<table>
<thead>
<tr>
<th>PROJECT ELEMENT - COMMUNITY CHARACTER (CC)</th>
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</thead>
<tbody>
<tr>
<td>Community Character Guidance: Improvements should promote a sense of place, use existing community assets including historic resources, native landscapes and the built environment to influence the selection of Options.</td>
</tr>
<tr>
<td><strong>Issue</strong></td>
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<tr>
<td>Parking structure and parking facility improvements need to be context sensitive, defined differently in different places. Topography, drainage and riparian concerns are constraints and challenges.</td>
</tr>
<tr>
<td>The Highway corridor is largely devoid of landscaping, art and does not utilize existing improvements, such as the Arts Park to advantage.</td>
</tr>
<tr>
<td>Transportation amenities and improvements are not organized, programmed or designed in relation to the existing pattern and character of activities in the</td>
</tr>
<tr>
<td>CC-4 - Move the History Museum</td>
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</tbody>
</table>
community. For example, relative to the historic Downtown, local and visitor serves, or Highway oriented travel.

to a complex of visitor oriented uses (see below). Repurpose that facility to accommodate a range of multi-modal transportation amenities including active transportation staging and mode shift. Develop a program for use of the site.

**CC-5 Develop an expanded and intensified Visitor Center to include a range of non-governmental uses including a Combined Mining and Mineral History Museum, Arts Council and Gallery, American Indian Council offices, Sierra Foothill Conservancy, Yosemite Conservancy and regional conference center.**

<table>
<thead>
<tr>
<th>Corridors: NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gateways: North</td>
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</tbody>
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### PROJECT ELEMENT - PARKING (P)

Parking Guidance: Parking areas should be fully improved, safe, accessible, easy to find, interconnected via multiple modes of transportation.

<table>
<thead>
<tr>
<th>Issues</th>
<th>Options</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off - street parking areas are not interconnected.</td>
<td>P-1 Link parking facilities located between 5th and 6th St and along Storming Ln.</td>
<td>South subarea</td>
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<td></td>
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<td>Corridors: Mariposa Creek</td>
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<td></td>
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<td>Gateways: NA</td>
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<tr>
<td>Off street parking areas are not interconnected.</td>
<td>P-2 Link park and ride facility at Joe Howard to other parking and services with an off-street path connected to the Mariposa Creek.</td>
<td>All subareas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: Mariposa Creek</td>
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<td></td>
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<td>Gateways: NA</td>
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<tr>
<td>The location of improved parking is not conducive to use by patrons of Main Street businesses.</td>
<td>P-3 Provide improved parking, including structure(s) close to Main Street;</td>
<td>South subarea</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: Hwy 140; Mariposa Creek</td>
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<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>The Parking District is not organized, or programmed, to provide improved</td>
<td>P-4 Determine an optimal Parking District size and configuration.</td>
<td>Subareas: South</td>
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<tr>
<td></td>
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<td>Corridors: All</td>
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<tr>
<td>parking to support downtown businesses.</td>
<td>Gateways: NA</td>
<td>P-5 Combine parking structures with other uses: 5th street terraced parking with mixed visitor oriented uses.</td>
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<tr>
<td>it is challenging and expensive to develop parking structures.</td>
<td>South and Central subareas</td>
<td>P-6 Phase the development of parking structures to follow standard improvements.</td>
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<td>P-7 Develop parking structures with vehicle retrieval systems designed for small spaces.</td>
</tr>
<tr>
<td>Off street parking areas close to Downtown are not immediately accessible to transit service or tour buses.</td>
<td>South subarea</td>
<td>P-8 Identify and establish formal staging areas for drop off and pick up;</td>
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<tr>
<td></td>
<td>Corridors: All No</td>
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<td>Gateways: NA</td>
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<tr>
<td>Off-street parking areas do not contain information regarding local amenities and services, including transit services.</td>
<td>All subareas</td>
<td>P-9 Provide information kiosks within all public parking areas;</td>
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<tr>
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<td>Corridors: All</td>
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<tr>
<td>The existing use of improved parking facilities at the History Center/Coakley Circle and the Joe Howard Street does not match the planned use of these facilities. The History Center parking area is heavily used for employee parking, tour bus short stop, park and ride, food trucks. The facility on Joe Howard St. is rarely used as a park and ride facility, which is its intended purpose.</td>
<td>Subareas: North</td>
<td>P-10 Retain the complexity of uses at the History Center parking area (formally Mariposa Roadside Rest and Recreation Area).</td>
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<tr>
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<td>Gateways: NA</td>
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<tr>
<td>Parking areas are not adequately improved with paving, drainage, lighting, striping, and adequate driveway and pedestrian sidewalk access.</td>
<td>South subarea</td>
<td>P-11 Establish a standard for all public parking areas.</td>
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<tr>
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<td>Corridors: All</td>
<td>P-12 Improve off-street parking facilities. (A parking space is paved, striped, has lighting, good drainage, is</td>
</tr>
<tr>
<td>Parking areas used by multiple businesses on the same site are not adequately improved to reduce the potential for pedestrian and vehicle conflicts.</td>
<td>ADA compliant, and has driveway ingress and egress consistent with County standards; P-13 Provide parking for RVs and Tour buses at the Joe Howard St. facility; P-14 Provide curbside, overnight parking on the wider sections of Hwy 140 and elsewhere for commercial coaches and RVs; P-15 Develop parking facilities in locations that can serve RVs and tour bus uses.</td>
<td>Gateways: NA</td>
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**PROJECT ELEMENT - ACTIVE TRANSPORTATION (AT)**

Active Transportation (pedestrians and bicyclists) Guidance: Active transportation should be encouraged through inter-connected improvement and use of facilities for long term safety, convenience and long term viability. Active transportation facilities include sidewalks and travel ways within street rights of way as well as separated off street pathways designed to connect key areas and sites.

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<td>Vehicles and pedestrians share the same road sections. Pedestrian travel is unorganized, unpredictable and unsafe. Access to both on street and off street parking areas is unsafe.</td>
<td>AT-1 Give high priority to construction of continuous sidewalk or pedestrian path along the full length of Hwy 140 between Hwy 49 North and South. AT-2 Provide sidewalks and ADA accessible improvements on all streets that provide access to off street parking amenities.</td>
<td>All subareas Corridors: All</td>
</tr>
<tr>
<td>AT-3</td>
<td>Provide sidewalks and ADA accessible improvements on Bullion Street and side streets from 3rd St to 12th St.</td>
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<td>AT-4</td>
<td>Install cross walks, lighting and directional signs to make pedestrian movements visible organized and predictable.</td>
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<td>AT-5</td>
<td>Remove parking along Hwy 140 on Main St. and install pedestrian friendly street improvements such as bulb outs, trees, and mini plazas to allow outdoor seating. (Sub-options include remove: all parking, parking one side, remove some parking at intervals.)</td>
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<tr>
<td>AT-6</td>
<td>Remove parking from those areas which are needed for safe pedestrian use access and provide sidewalks on at least one side of streets, e.g. 7th street.</td>
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<tr>
<td>AT-7</td>
<td>Provide active transportation amenities such as bike tune – up stations, rest stations and along pathways and corridors in close proximity to transit stops.</td>
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<td>AT-8</td>
<td>Complete the Mariposa Creek Park Program (MTP pg. 211) per the Concept Plan.</td>
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<td>AT-9</td>
<td>Complete and construct new well-lighted off – street pathways integrated with information kiosks, including a new off street path linking public parking areas on Joe Howard St., Coakley Circle and Main Street /Historic District</td>
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**Gateways:** NA

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<th>The planned primary off – street pedestrian pathway, the Mariposa Creek Pathway, is not complete.</th>
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<th>Other off street active transportation links cannot established until the Mariposa Creek Pathway is complete.</th>
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</table>
Traffic speeds are too high along gateway stretches leading to Main St.. E bound vehicles don’t slow until 5th street, by passing 3rd and 4th street and the hotel. W bound vehicles don’t slow until they reach 7th St.

This creates an unwelcome environment for pedestrians and is a disincentive to enjoyment of the historical character of the Main Street.

High traffic speeds, combined with higher traffic volumes, planned to approach service level “D” along 14 in the future, make it difficult for visitors to identify the location of parking areas, services and places of interest.

| AT-10 | Lower the speed limits for example: 10 miles an hour from 55 to 45 before arrival; from 35 to 25 prior to the intersection of 49/140 and from 25 to 15 beginning at 4th Street and through Main street; back up to 25 mph from 12th to Hwy 49 No; |
| All subareas |
| AT-11 | Install gateway design elements immediately after the intersections of Hwy 49No. and So. with Hwy 140; sub options |
| Corridors: Hwy 140 |
| 11.a high profile, structures such as arches, monuments, sculptures and raised planters at the intersections of 49No. and So. and 140. |
| 11.b Install low profile enhanced hardscape/low profile landscape at Hwy 49 So and So. and Hwy 140. |
| Gateways: South and North |
| AT-12 | Install gateway improvements; including sidewalks; open up the park frontage to pedestrian activity, install seating, terraces, mini plaza, low profile landscape and hardscape improvements; |

### PROJECT ELEMENT - TRANSIT (T)

Transit Guidance – Principal transit amenities, including stops, staging for other transportation modes and information, should be in close proximity to parking, local services and shopping. Amenities should encourage transit use through information, convenience, safety and interconnection with all other modes of transportation. Transit amenities should enhance inter-and inner regional transit benefitting the Mariposa economy.

<table>
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<tr>
<td>Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.</td>
<td>T-1 Establish a hierarchy of transit and transportation facilities to include a Transportation Center facility. The new Center would link subordinate parking facilities and active transportation facilities via routes,</td>
<td>Subareas: All</td>
</tr>
<tr>
<td>Corridors: All</td>
<td></td>
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</tr>
<tr>
<td>Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.</td>
<td>T-2 Locate a future Transit Center facility at the existing Roadside Rest and Recreation Area (History Museum site);</td>
<td>Gateways: All</td>
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<tr>
<td>Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.</td>
<td>T-3 Locate a future Transit Center facility at a new complex of uses at the site of the existing Visitor Center;</td>
<td>Subareas: North&lt;br&gt;Corridors: Hwy 140&lt;br&gt;Gateways: East</td>
</tr>
<tr>
<td>Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.</td>
<td>T-4 Develop a variety of transportation improvements at various sites, which together will establish Mariposa as the regional transportation center.</td>
<td>Subareas: All&lt;br&gt;Corridors: All&lt;br&gt;Gateways: All</td>
</tr>
<tr>
<td>Transit amenities in Mariposa consist of just the stop and the turn-out;</td>
<td>T-5 Install transit amenities (benches, shelters, information kiosks) at key locations.</td>
<td>Subareas: All&lt;br&gt;Corridors: Hwy 140&lt;br&gt;Gateways: NA</td>
</tr>
<tr>
<td>Information regarding transit service in Mariposa and YNP is not readily available in Mariposa;</td>
<td>T-6 Install transit amenities (benches, shelters, information kiosks) at key locations.</td>
<td>Subareas: All&lt;br&gt;Corridors: Hwy 140&lt;br&gt;Gateways: NA</td>
</tr>
<tr>
<td>Transit park and ride facilities are remote and relatively inaccessible from other services, shopping, restaurants and community facilities;</td>
<td>T-7 Enhance the use of the Joe Howard facility for park and ride by providing improved pedestrian links to Coakley Circle (see options for active transportation) T-8 Repurpose the Joe Howard facility to accommodate tour bus use for short stops</td>
<td>Subareas: North&lt;br&gt;Corridors: NA&lt;br&gt;Gateways: NA</td>
</tr>
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## PROJECT ELEMENT - WAYFINDING (W)

**Wayfinding Guidance:** Successful wayfinding will enable drivers, pedestrians and bicyclists to access facilities, services and resources in the most direct and predictable and sensible way possible.

<table>
<thead>
<tr>
<th>Issues</th>
<th>Options</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>A comprehensive, cohesive program for wayfinding has not been developed for both pedestrians and vehicles. The elements of a successful wayfinding program have not been developed.</td>
<td><strong>W-1</strong> Provide a comprehensive wayfinding program and improvements for the following elements: parking, recreation, government services, transit service locations. Include the following elements:</td>
<td>Subareas: All</td>
</tr>
<tr>
<td>Parking areas are difficult to find because drivers people are already on Main Street before they know to start looking for available spaces.</td>
<td>• Information kiosks within parking areas</td>
<td>Corridors: All</td>
</tr>
<tr>
<td>The location of park and ride facilities is not well known.</td>
<td>• Wayfinding signs oriented to pedestrians and bicyclists</td>
<td></td>
</tr>
<tr>
<td>Information resources are a part of wayfinding, yet very little attention has been given to the quality of information.</td>
<td>• Wayfinding signs oriented to drivers with directions to parking and key transportation amenities, especially at Gateways.</td>
<td></td>
</tr>
<tr>
<td>Walking and trail maps for in and around Mariposa are not readily available. There are limited information resources available regarding current conditions and available transit resources.</td>
<td>• Clean up sign clutter</td>
<td>Gateways: North and South</td>
</tr>
</tbody>
</table>

The CAC confirmed the location/physical context for each Option listed in the table. *(Appendix A Maps).* This complex and intensive process involved evaluating the various options according to common criteria, such as:

1. **degree of importance:** low, medium or high
2. **priority:** near term, intermediate term, long term;
3. Perceived degree of difficulty: high, medium or low

The complete summary of Options evaluation results is contained in Appendix B, and this is further summarized in the following table which quantifies relative scores; i.e. the number of CAC members who shared opinions about each of the Options with respect to importance (High, Medium or Low) and timing (Near, Intermediate, or Long Term). The summary may list the same option more than once, as several CAC members may evaluate a particular option as having a medium priority and a near term time frame, while other members may evaluate the same option as having a high priority and a long term time frame. Rather than ranking options, this exercise helped the Committee to acknowledge that various opinions exist regarding any particular option, enabling the CAC to more readily reach consensus regarding priorities for each of the project elements.

<table>
<thead>
<tr>
<th>CAC Preferences: High Priority Options</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option #</strong></td>
</tr>
<tr>
<td>Active Transportation</td>
</tr>
<tr>
<td>AT-1</td>
</tr>
<tr>
<td>AT-10</td>
</tr>
<tr>
<td>AT-4</td>
</tr>
<tr>
<td>AT-9</td>
</tr>
<tr>
<td>AT-2</td>
</tr>
<tr>
<td>AT-8</td>
</tr>
<tr>
<td>AT-11b</td>
</tr>
<tr>
<td>AT-12</td>
</tr>
<tr>
<td>AT-3</td>
</tr>
<tr>
<td>AT-11</td>
</tr>
<tr>
<td>AT-11a</td>
</tr>
<tr>
<td>AT-2</td>
</tr>
<tr>
<td>AT-8</td>
</tr>
<tr>
<td>Community Character</td>
</tr>
<tr>
<td>CC-1</td>
</tr>
<tr>
<td>CC-1</td>
</tr>
<tr>
<td>CC-5</td>
</tr>
<tr>
<td>CC-5</td>
</tr>
<tr>
<td>Parking</td>
</tr>
<tr>
<td>P-12</td>
</tr>
<tr>
<td>P-1</td>
</tr>
<tr>
<td>P-8</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>P-15</td>
</tr>
<tr>
<td>P-4</td>
</tr>
<tr>
<td>P-6</td>
</tr>
<tr>
<td>P-13</td>
</tr>
<tr>
<td>P-9</td>
</tr>
<tr>
<td>P-5</td>
</tr>
<tr>
<td>P-5</td>
</tr>
</tbody>
</table>

**Transit**

<table>
<thead>
<tr>
<th>T-6</th>
<th>Install transit amenities at key locations Hwy 140 &amp; South</th>
<th>Near</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-5</td>
<td>Install transit amenities at key locations Hwy 140 &amp; North</td>
<td>Near</td>
<td>4</td>
</tr>
<tr>
<td>T-1</td>
<td>Establish Transportation Center and coordinate with YNP</td>
<td>Near</td>
<td>3</td>
</tr>
<tr>
<td>T-3</td>
<td>Locate Transit Center &amp; mixed uses at Visitor Center</td>
<td>Near</td>
<td>3</td>
</tr>
<tr>
<td>T-4</td>
<td>Establish Mariposa as the regional transportation center</td>
<td>Long</td>
<td>3</td>
</tr>
<tr>
<td>T-1</td>
<td>Establish Transportation Center and coordinate with YNP</td>
<td>Long</td>
<td>2</td>
</tr>
<tr>
<td>T-1</td>
<td>Establish Transportation Center and coordinate with YNP</td>
<td>Intermediate</td>
<td>2</td>
</tr>
<tr>
<td>T-4</td>
<td>Develop Mariposa as the regional transportation center</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>T-5</td>
<td>Install transit amenities at key locations Hwy 140 &amp; North</td>
<td>Intermediate</td>
<td>1</td>
</tr>
</tbody>
</table>

**Wayfinding**

<table>
<thead>
<tr>
<th>W-1</th>
<th>Combine signs and improvements for wayfinding</th>
<th>Intermediate</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>W-1</td>
<td>Combine signs and improvements for wayfinding</td>
<td>Near</td>
<td>3</td>
</tr>
</tbody>
</table>

**Member Preferences – Medium Priority Options**

<table>
<thead>
<tr>
<th>Option #</th>
<th>Option Description</th>
<th>Timeframe</th>
<th># of shared opinions</th>
</tr>
</thead>
<tbody>
<tr>
<td>AT-11a</td>
<td>Install high profile design elements at intersections</td>
<td>Intermediate</td>
<td>6</td>
</tr>
<tr>
<td>AT-11</td>
<td>Install gateway design elements on 140 between 49 S to 49 N</td>
<td>Intermediate</td>
<td>5</td>
</tr>
<tr>
<td>AT-3</td>
<td>Provide ADA on Bullion St., from 3rd to 12th</td>
<td>Intermediate</td>
<td>3</td>
</tr>
<tr>
<td>AT-9</td>
<td>Well lighted pedestrian pathways</td>
<td>Intermediate</td>
<td>3</td>
</tr>
<tr>
<td>AT-10</td>
<td>Lower speed limit main street</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>AT-11b</td>
<td>Install landscaping Hwy 140, 49N &amp; 49S</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>AT-12</td>
<td>Improve Hwy 49/140 gateways</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>AT-12</td>
<td>Improve Hwy 49/140 gateways</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>AT-5</td>
<td>Remove Hwy 140 parking for pedestrian friendly improvements</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>AT-5</td>
<td>Remove Hwy 140 parking for pedestrian friendly improvements</td>
<td>Long</td>
<td>1</td>
</tr>
<tr>
<td>AT-6</td>
<td>Remove some parking to provide sidewalks</td>
<td>Long</td>
<td>1</td>
</tr>
<tr>
<td>AT-6</td>
<td>Remove some parking to provide sidewalks</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>AT-7</td>
<td>Provide active amenities near transportation stops</td>
<td>Long</td>
<td>1</td>
</tr>
<tr>
<td><strong>Community Character</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CC-2</td>
<td>Enhance highway corridor with community art</td>
<td>Intermediate</td>
<td>8</td>
</tr>
<tr>
<td>CC-4</td>
<td>Move the History Museum to the Visitor Center</td>
<td>Long</td>
<td>4</td>
</tr>
<tr>
<td>CC-2</td>
<td>Enhance highway corridor with community art</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>CC-3</td>
<td>Redesign Roadside Rest A &amp; Coakley Circle as a campus</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>CC-3</td>
<td>Redesign Roadside Rest A &amp; Coakley Circle as a campus</td>
<td>Long</td>
<td>1</td>
</tr>
<tr>
<td>CC-5</td>
<td>Expand Visitor center for public/partner use</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P-13</td>
<td>Tour bus and RV parking at Joe Howard St.</td>
<td>Intermediate</td>
<td>3</td>
</tr>
<tr>
<td>P-10</td>
<td>Retain uses at History Center parking area (Roadside Rest)</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>P-10</td>
<td>Retain uses at History Center parking area</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>P-11</td>
<td>Establish parking area standards</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td><strong>Transit</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-1</td>
<td>Establish Transportation Center and coordinate with YNP</td>
<td>Near</td>
<td>2</td>
</tr>
<tr>
<td>T-2</td>
<td>Locate Transit Center at Roadside Rest</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>T-3</td>
<td>Locate Transit Center &amp; mixed uses at Visitor Center</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>T-3</td>
<td>Locate Transit Center &amp; mixed uses at Visitor Center</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>T-4</td>
<td>Develop Mariposa as the regional transportation center</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>T-5</td>
<td>Install transit amenities at key locations Hwy 140 &amp; North</td>
<td>Near</td>
<td>1</td>
</tr>
</tbody>
</table>
### Member Preferences – Low Priority Options

<table>
<thead>
<tr>
<th>Option #</th>
<th>Option Description</th>
<th>Timeframe</th>
<th># of shared opinions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Active Transportation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AT-11a</td>
<td>Install high profile design elements at intersections</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>AT-5</td>
<td>Remove Hwy 140 parking for pedestrian friendly improvements</td>
<td>Intermediate</td>
<td>2</td>
</tr>
<tr>
<td>AT-7</td>
<td>Provide active amenities near transportation stops</td>
<td>Intermediate</td>
<td>2</td>
</tr>
<tr>
<td>AT-7</td>
<td>Provide active amenities near transportation stops</td>
<td>Long</td>
<td>2</td>
</tr>
<tr>
<td>AT-5</td>
<td>Remove Hwy 140 parking for pedestrian friendly improvements</td>
<td>Long</td>
<td>1</td>
</tr>
<tr>
<td>AT-7</td>
<td>Provide active amenities near transportation stops</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td><strong>Community Character</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CC-4</td>
<td>Move the History Museum to the Visitor Center</td>
<td>Long</td>
<td>6</td>
</tr>
<tr>
<td>CC-3</td>
<td>Redesign Roadside Rest A&amp; Coakley Circle as a campus</td>
<td>Long</td>
<td>3</td>
</tr>
<tr>
<td>CC-5</td>
<td>Expand Visitor center for public/partner use</td>
<td>Long</td>
<td>3</td>
</tr>
<tr>
<td>CC-3</td>
<td>Redesign Roadside Rest A&amp; Coakley Circle as a campus</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P-6</td>
<td>After standard lot improvements, develop parking structures</td>
<td>Near</td>
<td>5</td>
</tr>
<tr>
<td>P-7</td>
<td>Design parking structures for small spaces</td>
<td>Long</td>
<td>3</td>
</tr>
<tr>
<td>P-2</td>
<td>Connect Joe Howard parking and services to Mariposa Creek</td>
<td>Long</td>
<td>2</td>
</tr>
<tr>
<td>P-5</td>
<td>Create mixed use parking structures and terraced parking</td>
<td>Long</td>
<td>2</td>
</tr>
<tr>
<td>P-10</td>
<td>Retain uses at History Center parking area</td>
<td>Long</td>
<td>1</td>
</tr>
<tr>
<td>P-10</td>
<td>Retain uses at History Center parking area</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>P-14</td>
<td>Provide RV/Coach overnight parking along 140 in town</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>P-3</td>
<td>Improve parking, including structures, along 140 in town</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>P-6</td>
<td>After standard lot improvements, develop parking structures</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td><strong>Transit</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-3</td>
<td>Locate Transit Center &amp; mixed uses at Visitor Center</td>
<td>Long</td>
<td>2</td>
</tr>
<tr>
<td>T-2</td>
<td>Locate Transit Center at Roadside Rest</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>T-2</td>
<td>Locate Transit Center at Roadside Rest</td>
<td>Intermediate</td>
<td>1</td>
</tr>
<tr>
<td>T-2</td>
<td>Locate Transit Center at Roadside Rest</td>
<td>Long</td>
<td>1</td>
</tr>
<tr>
<td>T-2</td>
<td>Locate Transit Center at Roadside Rest</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>T-3</td>
<td>Locate Transit Center &amp; mixed uses at Visitor Center</td>
<td>Near</td>
<td>1</td>
</tr>
<tr>
<td>T-7</td>
<td>Enhance Joe Howard to Coakley Circle circulation</td>
<td>Long</td>
<td>1</td>
</tr>
<tr>
<td>T-7</td>
<td>Enhance Joe Howard to Coakley Circle circulation</td>
<td>Near</td>
<td>1</td>
</tr>
</tbody>
</table>
Following this evaluation, the CAC filtered this robust list of Options to select and prioritize key Options for use in preparing alternative scenario sketches. Results of this exercise are contained on maps in Appendix C, which depict refined priorities for each of the 5 project Elements referenced above.

IV. SCENARIO SKETCH PLANS

The CAC initiated the transportation plan by confirming project elements, project purpose and project goals, as follows:

Elements: parking and multi-modal transportation facilities (parking lots and structures, transportation stops and staging areas, amenities); Bicycle and Pedestrian pathways, nodes and ADA Improvements; Wayfinding signs and information resources; Financial Planning.

Purpose: Identify one or more sites and related improvements, central to the historic, rural Town of Mariposa, that will accommodate improved off-street parking and facilities to support transit, automobile, and non-motorized travel.

Goals: Economic Vitality, Safety, Accessibility, Environmental Projection and Sustainability, Transportation Integration, Connectivity, and Efficiency

These initial, statements provided focus and direction for conduct of the Feasibility Study, identification of issues, and selection of options. The CAC adopted the following combined Vision and Mission Statement (italics), ensuring that evaluation of Sketches would produce a Preferred Plan that would align with these Project Goals, Objectives and Elements; accordingly, the CAC.

Vision Statement

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).

Mission Statement

Mariposa as a transportation hub will require solutions to four (4) primary areas of concern, each with its own issues and possible options. The rural/historic character must be maintained with each area of concern.

A. Parking features: Improved parking options will be located throughout the community for residents and visitors.

1. Easy to find
2. Accessible (ADA)
3. Adequate capacity
4. Proximate to shopping, businesses and other points of interest
5. Potentially multilevel
6. Multiple locations for various purposes
7. Resources:
   a) Adequate lighting
   b) Trash receptacles
   c) Electric vehicle charging stations
   d) Technologically advanced
   e) Restrooms where appropriate
   f) Information access

B. Transit considerations: People using one mode of travel will find it easy and convenient to shift from one mode of transportation to another.
   1. Transit growth with the community
   2. Accommodations for all sized vehicles
   3. Frequent and varied transit options
   4. Targeted to the downtown
   5. Connectivity to key destinations including fairgrounds and airport
   6. Inter-regional (especially to Oakhurst and Merced)

C. Active Transportation choices: Pedestrians and bicyclists will utilize an interconnected network of well-developed pathways and nodes to gain easy access to a variety of transportation options.
   1. Promote use with improved routes
   2. Safe and well maintained routes
   3. Well integrated with other transit
   4. Networked/linked
   5. Expanded using existing facilities as a foundation
   6. Interconnect with recreational trails
   7. Resources
      a) Adequate lighting
      b) Trash receptacles
      c) Technology enhanced
      d) Restrooms where appropriate
      e) Information access

D. Way-finding guides: Clear directions to find community destinations, including transportation services and amenities.
   1. Easily visible
   2. Multi-dimensional
   3. Varied methods
   4. Technologically accessible
   5. Unified theme illustrated with a Mariposa brand
At the CAC’s direction, the County’s consultant, KPFF, in association with Studio Loo Architecture, prepared the following series of Sketch Plans for four (4) discrete areas. Each Sketch is designed to incorporate Options identified by the CAC and aligned with the Vision and Mission Statement. Sketches portray various elements as follows:

- Key intersections and street hardscape/landscape elements (pink)
- Sidewalks (blue)
- Off street pedestrian pathways (yellow)
- Bicycle path (green)
- Transit centers (yellow star)
- Vehicle connection routes for wayfinding (red)
At the CAC’s direction, the County’s consultant, KPFF, in association with Studio Loo Architecture, prepared the following series of Sketch Plans for four (4) discrete areas. Each Sketch is designed to incorporate Options identified by the CAC and aligned with the Vision and Mission Statement. Sketches portray various elements as follows:

- Key intersections and street hardscape/landscape elements (pink)
- Sidewalks (blue)
- Off street pedestrian pathways (yellow)
- Bicycle path (green)
- Transit centers (yellow star)
- Vehicle connection routes for wayfinding (red)
The following are respective highlights for each of the above Sketches:

**South Area**

- Install a Gateway element at the south Highway 49 / 140 intersection (High)
- Develop a new Transit Facility on 7th Street between Bullion and Main. (Medium)
- Link the parking facilities at the 5th, 6th and Stroming Lots. (High)
- Add pedestrian connections with new sidewalks (High)
  - On both sides of Highway 140/49 between 4th Street and 11th Street.
  - On 6th Street from Highway 140/49 to the Stroming Parking Lot
  - On 5th Street from Highway 140/49 to the 5th Street Lot
- Complete the Mariposa Creek Trail (High)
- Add a series of new paths shown in yellow on the sketch that would provide access for service trucks in the early hours and provide pedestrian access in the afternoon and evenings.
- Provide a safe crossing of Main Street for pedestrians at 5th, 6th and 7th Street. (High)

**Government Center**

- Develop a new Transit Facility on property between 10th and 11th just north of Main Street. (Medium)
- Add pedestrian connections with new sidewalks (High)
  - Along Highway 140/49
  - On both sides of Highway 140/49 south of 11th Street
  - Along 10th Street from the Historic Courthouse past Main Street and link it to the Mariposa Creek Trail
- Add a series of new paths shown in yellow on the sketch that would provide access for service trucks in the early hours and provide pedestrian access in the afternoon and evenings.
- Provide a safe crossing of Main Street for pedestrians at 11th Street and 10th Street. (High)
- Complete the Mariposa Creek Trail (High)
• Use 11th Street as a main and inviting pedestrian path with amenities and wayfinding elements. This would serve as a link between the Government Center / Historic Courthouse and the Central Area as well as the Mariposa Creek Trail.

Central Area

• Transform the existing Museum parking lot into a new Transit Facility or add a Transit Facility near the Museum. (Medium)

• Add pedestrian connections with new sidewalks (High)
  o Along Highway 140/49
  o From Highway 140/49, past the Museum and to the Mariposa Creek Trail
  o Along a new path to be created south of Highway 140/49

• Add a series of new paths shown in yellow on the sketch that would provide access for service trucks in the early hours and provide pedestrian access in the afternoon and evenings.

• Provide a safe crossing of Main Street for pedestrians at 11th Street which and then a path up 11th Street to the Government Center. (High)

• Complete the Mariposa Creek Trail (High)

North Area

• Install a Gateway element at the north Highway 49 / 140 intersection (High)

• Transform or add to the existing Visitor Center site to create a new Transit Facility (Medium)

• If a Transit Center is added at the Visitor Center then provide a pedestrian and bicycle connection to the Mariposa Creek Trail as shown in Green (High)

• Add pedestrian connections with new sidewalks (High)
  o From the Visitor Center to the Joe Howard Facility
  o From the Joe Howard Facility to the Museum
  o From the new Transportation Facility at the Visitor’s Center to downtown via:
    ▪ Bullion Street (not shown in this scenario)
    ▪ Highway 140 / 49 (not shown in this scenario)
    ▪ A new path to be created between Bullion Street and Highway 140/49
The CAD evaluated the Options depicted in the four Sketch Plans by addressing the following questions related to each of the project elements:

**Parking:**

1. What are the desired key locations for improved parking?
2. What are the priority types of parking improvements (parking lots, on street parking, parking structures), in order; i.e first, second?
3. What linkage (bus, auto, bicycle, pedestrian) should be provided for each of the desired parking areas?
4. Is it important to identify resources in each of the key locations at this point in the planning process?

**Active Transportation:**

5. What are the key pedestrian improvements (i.e sidewalks, crosswalks, pathways, ADA) in priority order and in time?
6. What are the key bicycle improvements that are needed in priority order and in time?
7. What pedestrian and bicycle improvements are needed at transit center and parking lots?
8. What pedestrian and bicycle segments are most important in priority order and in time?

**Wayfinding:**

9. What key community destinations should the wayfinding program focus on?
10. What is the role of gateways in wayfinding?
11. Should there be both a north and south gateway elements?
12. What specific linkages are important to incorporate into the wayfinding program?

**Transit:**

13. Should there be a transit center?
14. Where should the transit center be located?
15. What will happen regarding transit stops and facilities?
16. What is needed for interconnections and way finding?
17. What parking role will a transit center have?

18. What are the implications for gateways?

V. DRAFT PREFERRED PLAN (Attached)

The CAC evaluated Options during Spring, Sketch Plan scenarios during the Summer and the recommended Draft Preferred Plan during early Fall 2016. The CAC evaluated Sketch Plans and directed staff and the consultant regarding preparation of a Draft Preferred Plan with the following key elements:

Parking and related circulation improvements southwest of Main Street between 5th and 6th Streets;

Complete pedestrian improvements along Hwy 140, Bullion Street and side streets serving the Main Street.

Mariposa Creek Parkway enhancement for segments between the Arts Park and 8th Street and completion of the 3rd segment of the Mariposa Creek Parkway between 8th Street and Joe Howard Street;

Mariposa Town Gateway Zone (South) and Element (North);

Wayfinding program addressing all transportation modes;

Stroming Lane extension from 8th Street to Joe Howard Street.

Transit Center located across the street from the existing Government Center, at 11th Street between Bullion Street and Hwy 140. The center would become a part of the Government Center campus; and

Visitor drop off and ancillary parking at 7th Street between Bullion Street and Main Street.
This report organizes and illustrates Options according to context/location and Project Elements, and replaces the version distributed at the March CAC meeting. I am publishing this updated report in advance of the agenda so that the Committee will have the best possible opportunity to review options related to each of the project elements. The information and the process may seem daunting at first, so I would like to reassure the Committee as follows:

1. The process, vetted by our consultant team, will be facilitated by several staff members in attendance;

2. CAC members may be surprised at the degree of familiarity they have with the project elements and the listed options. Members will be able to rank those that will best achieve overall program elements without much additional review. While this is an updated report, listed options distributed on March 2 have not changed; and

3. If the CAC does not complete prioritization at the April meeting, this can be agendized for another meeting.

I. FRAMEWORK FOR EVALUATING OPTIONS

In preparation for this stage of the planning process, the CAC has identified various locations, or transportation “contexts”, within the Town of Mariposa: Subareas, Corridors, and Gateways. Each of these locations/contexts contain unique, and some mutual, issues and options for transportation improvement. Recognition of these locations/contexts enables consideration of context-sensitive options (an important aspect of our Transportation Center Feasibility Study). These locations/contexts are identified and described according to their context and focus, as follows:
Subareas:

- **South Subarea** - (Hwy 140, Bullion Street, Stroming Ln. from Intersection 49 So./3rd St – 7th Street):
  - Overall context: historical ambience and town character.
  - Focus: Parking improvement, circulation and wayfinding.

- **Central Subarea** - (Hwy 140, Bullion St., Stroming Ln. Jesse St. from 7th St. – 12th St.):
  - Overall context: Hwy 140 corridor, community business and services;
  - Focus: Inner-community active transportation links, active transportation improvements, interconnection and wayfinding.

- **North Subarea** - (Hwy 140, Bullion St, Coakley Circle, Joe Howard St., Jesse St., Jones St.):
  - Overall context: community and visitor services;
  - Focus: improvements to transportation and transit services and amenities, tourism support.

Corridors:

- **Bullion Street Corridor**:
  - Overall context: local serving transportation corridor;
  - Focus: “complete streets” improvements to support active transportation, side street connections to Hwy 140, Historic Downtown.

- **Hwy 140 Corridor**
  - Overall context: Community gateways, character per South, Central and North Subareas;
  - Focus: East and west gateways, Inter-regional/inner-regional, inner-community transit and transportation.

- **Mariposa Creek Corridor**
  - Overall context: parking support for Historic Downtown, active transportation, open space;
  - Focus: improved parking, access and circulation, complete links to active transportation nodes and pathways.

Gateways: Overall context: welcome and introduction to Historic Downtown, community and County.

- **South Gateway**:
  - Overall context: emphasize and interpret local character and attributes;
  - Focus: on Historical Downtown community entrance; wayfinding to parking and services.

- **North Gateway**:
  - Overall context: regional and County visitor transportation wayfinding for support and services;
  - Focus: support and enhance principal visitor and community services; long term changes to enhance visitor and community serving potential.
The following map panels depict each of these contexts/locations:
The CAC will consider issues and options within the locations/contexts depicted above for all the following five (5) project elements: *

- Community character;
- Parking lots and structures, transportation stops and staging areas, amenities;
- Active Transportation: bicycle and pedestrian pathways, nodes and ADA Improvements;
- Transit; and
- Wayfinding signs and information.

The following table categorizes Options according to these Project Elements and identifies the relevant location/context for each Option. Five maps have been prepared, each corresponding to a different Project Element. Each Option is annotated by number and text on the corresponding map, as indicated in the table.

<table>
<thead>
<tr>
<th>PROJECT ELEMENT - COMMUNITY CHARACTER (CC)</th>
</tr>
</thead>
</table>

**Community Character Guidance:** Improvements should promote a sense of place, use existing community assets including historic resources, native landscapes and the built environment to influence the selection of Options.

<table>
<thead>
<tr>
<th>Parking structure and parking facility improvements need to be context sensitive, defined differently in different places. Topography, drainage and riparian concerns are constraints and challenges.</th>
<th><strong>Options</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>CC-1 Develop a model guideline for improved parking facilities, including structures. Guideline should contain ideal location, relationship to uses, sites, and circulation patterns.</td>
<td>Location/context</td>
</tr>
<tr>
<td>South subarea</td>
<td>Corridors: Hwy 140</td>
</tr>
<tr>
<td>Gateways: NA</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>The Highway corridor is largely devoid of landscaping, art and does not utilize existing improvements, such as the Arts Park to advantage.</th>
<th><strong>Options</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>CC-2 Develop conceptual Hwy corridor enhancement plans to include Integrate community art at key locations along pathways, plazas and parks. Include identification and development of gateway areas.</td>
<td>Location/context</td>
</tr>
<tr>
<td>All subareas Corridor: Hwy 140 Gateways: North and South</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation amenities and improvements are not organized, programmed or designed in relation to the existing pattern and character of activities in the community. For example, relative to the historic Downtown, local and visitor serves, or Highway oriented travel.</th>
<th><strong>Options</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>CC-3 Redesign the Roadside Rest and Recreation Area and Coakley Circle into a campus.</td>
<td>Location/context</td>
</tr>
<tr>
<td>North subarea</td>
<td></td>
</tr>
</tbody>
</table>

| CC-4 Move the History Museum to a complex of visitor oriented uses (see below). Repurpose that facility to accommodate a range of multi-modal transportation amenities | Corridors: NA |
including active transportation staging and mode shift. Develop a program for use of the site.

**CC-5** Develop an expanded and intensified Visitor Center to include a range of non-governmental uses including a Combined Mining and Mineral History Museum, Arts Council and Gallery, American Indian Council offices, Sierra Foothill Conservancy, Yosemite Conservancy and regional conference center.

**PROJECT ELEMENT - PARKING (P)**

**Parking Guidance:** Parking areas should be fully improved, safe, accessible, easy to find, interconnected via multiple modes of transportation

<table>
<thead>
<tr>
<th>Issues</th>
<th>Options</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off – street parking areas are not interconnected.</td>
<td><strong>P-1</strong> Link parking facilities located between 5th and 6th St and along Stroming Ln.</td>
<td>South subarea</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: Mariposa Creek</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>Off street parking areas are not interconnected.</td>
<td><strong>P-2</strong> Link park and ride facility at Joe Howard to other parking and services with an off-street path connected to the Mariposa Creek.</td>
<td>All subareas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: Mariposa Creek</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>The location of improved parking is not conducive to use by patrons of Main Street businesses.</td>
<td><strong>P-3</strong> Provide improved parking, including structure(s) close to Main Street;</td>
<td>South subarea</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: Hwy 140; Mariposa Creek</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>The Parking District is not organized, or programmed, to provide improved parking to support downtown businesses.</td>
<td><strong>P-4</strong> Determine an optimal Parking District size and configuration.</td>
<td>Subareas: South</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: All</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>It is challenging and expensive to develop parking structures.</td>
<td><strong>P-5</strong> Combine parking structures with other uses: 5th street terraced parking with mixed visitor oriented uses.</td>
<td>South and Central subareas</td>
</tr>
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</tr>
<tr>
<td><strong>P-6</strong> Phase the development of parking structures to follow standard improvements.</td>
<td></td>
<td>Corridors: All</td>
</tr>
<tr>
<td><strong>P-7</strong> Develop parking structures with vehicle retrieval systems designed for small spaces.</td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>Off street parking areas close to Downtown are not immediately accessible to transit service or tour buses.</td>
<td><strong>P-8</strong> Identify and establish formal staging areas for drop off and pick up;</td>
<td>South subarea</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: All No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>Off-street parking areas do not contain information regarding local amenities and services, including transit services.</td>
<td><strong>P-9</strong> Provide information kiosks within all public parking areas;</td>
<td>All subareas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: All</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>The existing use of improved parking facilities at the History Center/Coakley Circle and the Joe Howard Street does not match the planned use of these facilities. The History Center parking area is heavily used for employee parking, tour bus short stop, park and ride, food trucks. The facility on Joe Howard St. is rarely used as a park and ride facility, which is its intended purpose.</td>
<td><strong>9-10</strong> Retain the complexity of uses at the History Center parking area (formally Mariposa Roadside Rest and Recreation Area).</td>
<td>Subareas: North</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corridors: NA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
<tr>
<td>Parking areas are not adequately improved with paving, drainage, lighting, striping, and adequate driveway and pedestrian sidewalk access. Parking areas used by multiple businesses on the same site are not adequately improved to reduce the potential for pedestrian and vehicle conflicts.</td>
<td><strong>P-11</strong> Establish a standard for all public parking areas.</td>
<td>South subarea</td>
</tr>
<tr>
<td></td>
<td><strong>P-12</strong> Improve off-street parking facilities. (A parking space is paved, striped, has lighting, good drainage, is ADA compliant, and has driveway ingress and egress consistent with County standards);</td>
<td>Corridors: All</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gateways: NA</td>
</tr>
</tbody>
</table>
Parking areas for RVs and tour buses are not adequate or are too remote to benefit businesses.

<p>| | | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>P-13</strong> Provide parking for RVs and Tour buses at the Joe Howard St. facility;</td>
<td></td>
<td>Central and North subareas</td>
</tr>
<tr>
<td><strong>P-14</strong> Provide curbside, overnight parking on the wider sections of Hwy 140 and elsewhere for commercial coaches and RVs;</td>
<td></td>
<td>Corridors: Hwy 140</td>
</tr>
<tr>
<td><strong>P-15</strong> Develop parking facilities in locations that can serve RVs and tour bus uses.</td>
<td></td>
<td>Gateways: NA</td>
</tr>
</tbody>
</table>

### PROJECT ELEMENT - ACTIVE TRANSPORTATION (AT)

**Active Transportation (pedestrians and bicyclists) Guidance:** Active transportation should be encouraged through inter-connected improvement and use of facilities for long term safety, convenience and long term viability. Active transportation facilities include sidewalks and travel ways within street rights of way as well as separated off street pathways designed to connect key areas and sites.

<table>
<thead>
<tr>
<th>Issues</th>
<th>Options</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles and pedestrians share the same road sections.</td>
<td><strong>AT-1</strong> Give high priority to construction of continuous sidewalk or pedestrian path along the full length of Hwy 140 between Hwy 49 North and South.</td>
<td>All subareas</td>
</tr>
<tr>
<td>Pedestrian travel is unorganized, unpredictable and unsafe. Access to both on street and off street parking areas is unsafe.</td>
<td><strong>AT-2</strong> Provide sidewalks and ADA accessible improvements on all streets that provide access to off street parking amenities.</td>
<td>Corridors: All</td>
</tr>
<tr>
<td></td>
<td><strong>AT-3</strong> Provide sidewalks and ADA accessible improvements on Bullion Street and side streets from 3rd St to 12th St.</td>
<td>Gateways: NA</td>
</tr>
<tr>
<td></td>
<td><strong>AT-4</strong> Install cross walks, lighting and directional signs to make pedestrian movements visible organized and predictable.</td>
<td></td>
</tr>
</tbody>
</table>
one side, remove some parking at intervals.)

**AT-6** Remove parking from those areas which are needed for safe pedestrian use access and provide sidewalks on at least one side of streets, e.g. 7th street.

Appropriate pedestrian amenities such as pathways, lighting, and wayfinding and information proximity to transit and parking facilities do not encourage transportation mode shift.

**AT-7** Provide active transportation amenities such as bike tune – up stations, rest stations and along pathways and corridors in close proximity to transit stops.

<table>
<thead>
<tr>
<th>&gt;&gt;&gt;&gt;</th>
<th>All subareas</th>
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<tbody>
<tr>
<td>&gt;&gt;&gt;&gt;</td>
<td>Corridors: All</td>
</tr>
<tr>
<td>&gt;&gt;&gt;&gt;</td>
<td>Gateways: NA</td>
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</tbody>
</table>

The planned primary off – street pedestrian pathway, the Mariposa Creek Pathway, is not complete.

**AT-8** Complete the Mariposa Creek Park Program (MTP pg. 211) per the Concept Plan.

<table>
<thead>
<tr>
<th>&gt;&gt;&gt;&gt;</th>
<th>All subareas</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;&gt;&gt;&gt;</td>
<td>Corridors: Mariposa Creek</td>
</tr>
<tr>
<td>&gt;&gt;&gt;&gt;</td>
<td>Gateways: NA</td>
</tr>
</tbody>
</table>

Other off street active transportation links cannot established until the Mariposa Creek Pathway is complete.

**AT-9** Complete and construct new well-lighted off – street pathways integrated with information kiosks, including a new off street path linking public parking areas on Joe Howard St., Coakley Circle and Main Street /Historic District

<table>
<thead>
<tr>
<th>&gt;&gt;&gt;&gt;</th>
<th>All subareas</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;&gt;&gt;&gt;</td>
<td>Corridors: Mariposa Creek</td>
</tr>
<tr>
<td>&gt;&gt;&gt;&gt;</td>
<td>Gateways: NA</td>
</tr>
</tbody>
</table>

Traffic speeds are too high along gateway stretches leading to Main St.. E bound vehicles don’t slow until 5th street, by passing 3rd and 4th street and the hotel. W bound vehicles don’t slow until they reach 7th St.

This creates an unwelcome environment for pedestrians and is a disincentive to enjoyment of the historical character of the Main Street.

High traffic speeds, combined with higher traffic volumes, planned to approach service level “D” along 14) in the future, make it difficult for visitors

**AT-10** Lower the speed limits for example: 10 miles an hour from 55 to 45 before arrival; from 35 to 25 prior to the intersection of 49/140 and from 25 to 15 beginning at 4th Street and through Main street; back up to 25 mph from 12th to Hwy 49 No;

| &gt;&gt;&gt;&gt; | All subareas |

**AT-11** Install gateway design elements immediately after the intersections of Hwy 49No. and So. with Hwy 140; sub options

11.a *high* profile, structures such as arches, monuments, sculptures and raised planters at the intersections of
to identify the location of parking areas, services and places of interest.

11.b Install *low* profile enhanced hardscape/low profile landscape at Hwy 49 So and So. and Hwy 140.

**AT-12** Install gateway improvements; including sidewalks; open up the park frontage to pedestrian activity, install seating, terraces, mini plaza, low profile landscape and hardscape improvements;

**Gateways: South and North**

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**PROJECT ELEMENT - TRANSIT (T)**

Transit Guidance – Principal transit amenities, including stops, staging for other transportation modes and information, should be in close proximity to parking, local services and shopping. Amenities should encourage transit use through information, convenience, safety and interconnection with all other modes of transportation. Transit amenities should enhance inter-and inner regional transit benefitting the Mariposa economy.

<table>
<thead>
<tr>
<th>Issues</th>
<th>Options</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.</td>
<td><strong>T-1</strong> Establish a hierarchy of transit and transportation facilities to include a Transportation Center facility. The new Center would link subordinate parking facilities and active transportation facilities via routes, pathways, services and information. The Center would provide site to coordinate with YNP transportation initiatives. Facilities would establish Mariposa as the regional transportation center.</td>
<td>Subareas: All Corridors: All Gateways: All</td>
</tr>
<tr>
<td>Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.</td>
<td><strong>T-2</strong> Locate a future Transit Center facility at the existing Roadside Rest and Recreation Area (History Museum site);</td>
<td>Subareas: North Corridors: NA Gateways: NA</td>
</tr>
<tr>
<td>Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.</td>
<td><strong>T-3</strong> Locate a future Transit Center facility at a new complex of uses at the</td>
<td>Subareas: North Corridors: Hwy 140</td>
</tr>
<tr>
<td>PROJECT ELEMENT: WAYFINDING (W)</td>
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<tr>
<td>----------------------------------</td>
<td></td>
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</tr>
<tr>
<td><strong>Wayfinding Guidance:</strong> Successful wayfinding will enable drivers, pedestrians and bicyclists to access facilities, services and resources in the most direct and predictable and sensible way possible.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Issues</strong></td>
<td><strong>Options</strong></td>
<td><strong>Location</strong></td>
</tr>
<tr>
<td>A comprehensive, cohesive program for wayfinding has not been developed for both pedestrians and vehicles. The elements of a successful wayfinding program have not been developed.</td>
<td><strong>W-1</strong> Provide a comprehensive wayfinding program and improvements for the following elements: parking, recreation, government services, transit service locations. Include the following elements:</td>
<td>Subareas: All</td>
</tr>
<tr>
<td>Parking areas are difficult to find</td>
<td></td>
<td>Corridors: All</td>
</tr>
</tbody>
</table>
because drivers people are already on Main Street before they know to start looking for available spaces. The location of park and ride facilities is not well known. Information resources are a part of wayfinding, yet very little attention has been given to the quality of information. Walking and trail maps for in and around Mariposa are not readily available. There are limited information resources available regarding current conditions and available transit resources

- Information kiosks within parking areas
- Wayfinding signs oriented to pedestrians and bicyclists
- Wayfinding signs oriented to drivers with directions to parking and key transportation amenities, especially at Gateways.
- Clean up sign clutter

II. PROCESS FOR EVALUATING OPTIONS

A. CAC Confirmation

The CAC, as a whole, will confirm Issues and Options distributed prior to the meeting.

B. Round Robin Teams

The CAC will break into 3 (three) rotating teams according to context/locations as follows:

1. Sub-area team (south, central and north);
2. Corridor team (Bullion Street, Hwy 140 and Mariposa Creek); and
3. Gateways team (south and north)

Each of these teams will consider and evaluate issues and options that are relevant to each of these contexts/locations for 20-30 minutes. Teams will evaluate, rather than rate or rank, the various options according to common criteria, such as:

1. degree of importance: low, medium or high
2. priority: near term, intermediate term, long term;
3. perceived degree of difficulty: high, medium or low

An evaluation sheet will be provided for each team to be completed at the end of each round as a record of this evaluation.
The teams each will summarize the consensus of the table regarding each option, considering these three criteria.

The teams will rotate twice, until each team has confirmed and evaluated the issues and options for each of the three context/locations. One person from each team will stay behind with each rotation to participate with the next team and to provide an explanation to the next team of the previous team inputs and to participate in the evaluation. A different person will be left behind at each table at the end of each round.

Each team will reach, or not reach, consensus with the prior team, and the person left behind will note any conflicts with consensus reached by the prior team. At the conclusion of this round-robin discussion, each table will present findings to the CAC regarding the consensus reached, or not reached, regarding the evaluation of options.

III. CRITERIA AND PROCESS FOR SELECTING AND RANKING OPTIONS USED TO CREATE SCENARIOS

A. Useful Concepts

Currently the Phase I scope of work calls for compilation of options in various ways to create three (3) town-scale scenarios. Scenario creation and evaluation is a tool often used to identifying a preferred plan from a set of options. Scenarios can be created by sorting various options according to the degree to which they accomplish project objectives, such as levels of improved interconnectivity, circulation, or improving the potential for a shift from one transportation mode to another - car to bus, for example.

In this case, staff suggests that the three scenarios be distinguished according varying degrees of interconnectivity. The CAC will use an intuitive approach to evaluate options using this concept; however, it is necessary that CAC members are familiar with a few key transportation concepts involved, as follows:

**Mobility** is the ability and level of ease of moving people, goods and services. The transportation goal is to accommodate travel demand via traffic volume and capacity improvements. Better mobility is achieved, for example with more buses within established routes, more routes, travel lanes, or dial a ride services (e.g. Mari-go). These improvements often results in improved accessibility.

**Accessibility** is the quality of community and individual travel, providing access to various land uses. Better information, wayfinding, parking improvements, bus stops, bike lanes, staging areas and facilities and pedestrian pathways, benches and landscaping all improve accessibility. Improved accessibility often results in improved interconnection.

**Interconnection** is the physical network and layers of transportation facilities linking different places to destination centers. There are many different levels, or degrees, of interconnectivity based on the design of places and the transportation amenities that serve them.

**Interconnectivity** is a varying level of interconnection that depends on improved accessibility and mobility. Interconnectivity involves the development of facilities that encourage, support and
enhance movement to, and between, key destinations. Places with low interconnectivity fail to provide this support, resulting in limited mobility, bypass and isolation. Cul-de-sacs and incomplete streets foster low levels of interconnectivity. Highly interconnected places enhance mobility and accessibility by linking key destinations with various facilities that, when layered together, accommodate, mutually support and enhance multiple modes of travel. Transportation facilities in Mariposa include roadways, transit stops, parking areas, active transportation pathways, the airport, staging and rest areas, amenities (lighting and landscaping) and centers that provide transportation information. Successful interconnectivity enables integration of several different transportation system facilities.

Integration is a level of interconnectivity that merges various transportation facilities, modes, and providers into one mutually supportive system.

So, where is the Transportation center feasibility study project in this scheme? Our project seeks to improve mobility and accessibility to establish suitable levels of interconnectivity, resulting in greater economic resilience. Accordingly, the goal of this exercise is to select options that, together, will provide an essential starting point to support ongoing efforts to improve interconnectivity.

B. Process for Informing Scenarios

Three large context/location maps will be provided for this exercise, each corresponding to:

- sub-areas;
- corridors; and
- gateways.

Each of the three maps will be annotated with text and letter designations used to organize options in the above table.

Members will break into the three original round-robin teams according to context/location (three bulleted categories, above). Each team will use a set of three colored dots to depict the consensus of the team regarding whether each option will promote a high, medium or low degree of interconnectivity.

The consultant will then prepare three (3) composite town-scale scenario maps, each with options categorized according to high medium or low degree of interconnectivity.

Teams will also be asked to reach consensus regarding their top three preferred options for each context/location. This information will also be useful in preparing the scenarios.

IV. Considerations

A preferred plan comprised of options that result in a high degree of interconnectivity is difficult to obtain, may require long lead time, and complex funding and programming. A plan comprised of such options is more comprehensive, and may involve initial development of simpler projects.
Options with lower degrees of connectivity, more akin to the current condition, would be easier and simpler to program and more readily accomplished in the short term. A preferred plan comprised of options with relatively lower overall degrees of connectivity is likely to be re-visited in the future to achieve a greater degree of comprehensives.

Some elements of a preferred plan may not be readily characterized as either high or lower degree of connectivity. Nonetheless, these options may contribute significantly to the establishment of Mariposa as Transportation Center.

* Notes:

- **Joint use parking lots and structures, linked bicycle paths and related improvements, and transit facilities comprise multi-modal transportation.**

- **While not a project element, per se, community character fundamentally influences the nature of issues and selection of appropriate options.**

- **Issues and options related to financing have not been included in the table, as we wish to first narrow the range of issues and options before discussing this topic.**

- **In some cases an issue will have several related options.**