MARIPOSA CREEK PARKWAY

Project Background

The existing 0.2 mile segment of the Mariposa Creek Parkway runs parallel to State Route 140 between Stroming Road and Sixth Street, along the Mariposa Creek in downtown Mariposa. This existing pathway segment was design and constructed by Mariposa County and is well used and highly valued by the community. The proposed Mariposa Creek Parkway segment would extend the 1.7 miles south to connect to the Mariposa County Fairgrounds.

The Parkway extension is the highest ranked Class I bike path project in the 2011 Mariposa County Bicycle and Pedestrian Transportation Plan. In community workshops and surveys for the Bicycle and Pedestrian Transportation Plan, several citizens indicated a desire for a bike path connecting downtown Mariposa to the Mariposa County Fairgrounds.

Additional funding for this project will build on the Proposition 50 California River Parkways grants secured by the County in 2008/9 for property along Mariposa Creek for expansion of the City’s existing trail.

Project Need

The Mariposa County Fairgrounds is one of Mariposa’s foremost activity centers hosting events such as Mariposa County Fair and the Kiwanis Old Fashion July 4th Celebration more than 60 days each year. Events attract Mariposa County residents and visitors alike. The Parkway extension would provide visitors and employees with safe, convenient and direct walking and bicycling access to the fairgrounds.

No suitable facilities for bicyclists or pedestrians currently exist between downtown Mariposa and the Mariposa County Fairgrounds. Anyone who currently walks or bicycles to the Mariposa County Fairgrounds must either travel along, or cross, State Route 49. This segment of SR 49 has two vehicle lanes, a speed limit of 50 miles per hour, and carries 8,500 vehicles per day. This roadway configuration and traffic volume is not suitable for bicyclist or pedestrian transportation; especially for inexperienced or young bicyclists. The proposed Class I bike path extension of the Mariposa Creek Parkway would safely accommodate bicyclists of all ages and skill levels along this corridor.

Extending the Mariposa Creek Parkway would offer residents and visitors a safe and viable transportation option for walking or biking to the Mariposa County Fairgrounds. Mariposa residents and visitors would use the facility year-round.

Project Description

A feasibility study is necessary to determine the preferred alignment for the extension of the Mariposa Creek Parkway. The proposed extension of the Mariposa Creek Parkway would begin at the Parkway’s current southern terminus near 6th Street. It would follow the path of Mariposa Creek, crossing State Route 140 and Old Highway, and terminate at the Mariposa County Fairgrounds where a safe crossing of State Route 49 would be provided.

The feasibility study will determine whether an alignment on the east or west side of Mariposa Creek is most feasible. The feasibility study will develop alignment alternatives based on factors including but not limited to: available public right-of-way, private property ownership and easement constraints, Mariposa Creek floodway definition and hydrology, civil and structural engineering considerations, traffic engineering and crossing safety considerations; as well as stakeholder and public input. The specific roadway crossings to be investigated will include State Route 140, Old Highway, and State Route 49. Additionally, the study will identify the construction cost of the Parkway extension and will outline next steps for environmental clearance and construction. The preliminary list of key stakeholders to include in the feasibility study includes the following Mariposa County departments, likely partner agencies, and key stakeholders:
• Mariposa County Public Works and Planning, Sheriff’s Department, Fire Department
• Caltrans, District 10, Office of Metropolitan Planning
• Mariposa County Fairgrounds
• State Route 49 and Miller Road Property and Business Owners

**Feasibility Study Cost**

$95,000

**Candidate Funding Sources**

• Caltrans Transportation Planning Grant: Community-Based Transportation Planning (Apply for FY 2012/13 cycle; Deadline passed for FY 2011/12 cycle)

• California Department of Parks and Recreation Recreational Trails Program (when reauthorized and funded)

• California Strategic Growth Council, Urban Greening Grants (Deadline July 1, 2011 for Cycle 2)

• California Department of Water Resources Urban Stream Restoration (USR) Grant Program (when reauthorized and funded)
The extension of the Mariposa Creek Parkway should connect to the Parkway’s existing terminus near the 6th Street / Stroming Road intersection.

State Route 140 has high traffic volumes and vehicle speeds; crossing underneath the existing bridge would be better for bicyclists and pedestrians.

Further study should determine whether an alignment on the east or west side of Mariposa Creek is more feasible.

The Old Highway bridge over Mariposa Creek is short and has little room underneath for a bike path; crossing Old Highway at-grade may be possible since traffic volumes and vehicle speeds are low.

A safe pedestrian and bicycle crossing of SR 49 will be necessary to connect to the Mariposa Fairgrounds.
MARIPOSA BICYCLE LANES

Project Background

State Routes 49 and 140 run through downtown Mariposa and serve as the primary transportation corridors for residents and visitors. This project would add bike lanes to 1.5 miles of State Routes 49 and 140 between Mari Way and the south State Route 49 / State Route 140 intersection. Where bicycle lanes are not feasible due to constrained right-of-way shared lane markings (“sharrows”) are the preferred alternative. This is the highest ranked Class II bike lane project in the 2011 Mariposa County Bicycle and Pedestrian Transportation Plan.

Project Need

The town of Mariposa is the County’s largest community with approximately 2,200 residents and most concentrated land uses including regional commercial centers and places of employment. The County’s largest schools, Mariposa High School and Mariposa Elementary School, are located in the town of Mariposa. The Yosemite Area Regional Transportation System (YARTS), the primary fixed-route transit provider in Mariposa County, has a park-and-ride facility in town. Bike lanes on State Routes 49 and 140 would provide for variety of bicycle trips including local commuting, school trips, linking to the YARTS fixed route transit service, and daily local errands. Currently, there are no on-street bicycle facilities present on State Routes 49 or 140. Anyone who currently bicycles on these roadways must share the lane with local and tourist autos and trucks, with many drivers unfamiliar that this is the “main street” for the community of Mariposa. Through downtown Mariposa, the roadway varies between two and three vehicle lanes, has a speed limit that varies between 25 and 35 miles per hour, and carries 10,800 vehicles per day. It is not suitable for novice bicyclists. The proposed bike lanes would improve safety to accommodate both novice and confident bicyclists.

Adding bike lanes to State Routes 49 and 140 would offer residents and visitors a safe and viable transportation option for biking to destinations throughout Mariposa. Both residents and visitors would use the facility year-round.

Project Description

A conceptual design and traffic engineering study is necessary to identify the preferred roadway cross-section for bike lanes on State Routes 49 and 140 and to identify other multi-modal improvements that may be appropriate to integrate with any proposed restriping. Obstacles to the installation of bike lanes include on-street parking, limited right-of-way between 5th and 7th Streets, and frequent driveways. Additionally, because these are Caltrans facilities, the study effort requires design coordination with and approval from Caltrans.

The engineering study will develop design plans to be used for the construction of bike lanes on State Routes 49 and 140.

Engineering Study Cost

$65,000

Candidate Funding Sources

- Caltrans Transportation Planning Grant: Community-Based Transportation Planning (Apply for FY 2012/13 cycle; Deadline passed for FY 2011/12 cycle)
Mariposa Bike Lanes

South of 5th Street, a wide, two-lane roadway with on-street parking could facilitate bike lanes.

In downtown Mariposa, buildings are located close to the roadway and on-street parking leaves little space for bike lanes; sharrows may be appropriate.

North of 7th Street, SR-140 widens to a three-lane roadway.

On-street parking is common on certain parts of SR-140 through Mariposa.

Example of a sharrow from Sacramento, CA.

Limited space for bike lanes through downtown.

Two-lane cross section south of 7th Street.

Three-lane cross section north of 7th Street.

On-street parking is less common on SR-49.

Three-lane cross section south of 7th Street.

On-street parking is common on SR-140.

Example of a sharrow from Sacramento, CA.
MARIPOSA ELEMENTARY SCHOOL – SAFE ROUTES TO SCHOOL

Project Background

There is a longstanding interest in the Town of Mariposa to improve local streets for school children and their families walking to school. Mariposa Elementary School is located in downtown Mariposa, has an enrollment of approximately 300 students in grades Kindergarten through 6th grade, and is the largest elementary school in Mariposa County. Every school day, students walk along Mariposa’s streets, many of which do not have continuous sidewalks. Many of Mariposa Elementary School's students live in the town of Mariposa within walking distance of school. Others ride the school bus from rural parts of the County. Bus transportation is provided to and from Mariposa High School, over 1/5 mile away, so even bus-riding students must walk from the High School to the Elementary School. Students and their families use many street segments in the neighborhood to access these school sites; including 5th Street, 6th Street, 7th Street, Jones Street, and Bullion Street.

The sidewalk segments on Jones Street and Bullion Street are the second and third highest ranked proposed pedestrian projects in the Mariposa Bicycle and Pedestrian Transportation Plan.

Project Need

The need for sidewalks in this school zone results from several factors including the existing narrow pavement cross section, a consistent observed pattern of students walking in the vehicle travel lanes to reach their destination, and a history of collision “near misses”. The street segments surrounding the school sites have a narrow cross-section with two vehicle lanes and a speed limit of 25 miles per hour. According to 2005-2010 data from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS), “Walking in Road, Including Shoulder” is the most common Pedestrian Action for vehicle-pedestrian collisions in Mariposa County. The provision of sidewalks is critical for reducing these types of collisions.

Currently, many of the street segments in the school zone do not feature sidewalks on either side of the street. For bus-riding students, sidewalks were recently constructed on the most direct route between Mariposa Elementary School and Mariposa High School, providing for a percentage of the pedestrian trips in the school area. Because Mariposa County High School, Mariposa County Elementary School and Mariposa Head Start are clustered in this area of town, there are many potential pedestrian trips and desire lines that emerge depending on precise origin and destination points, thus it is important to expand upon the recently constructed sidewalk segments in order to create a more complete pedestrian network for this school zone. Additionally, several commercial uses in downtown Mariposa are located in close proximity to both the elementary and high school and would be better connected by the proposed sidewalk facility.

Project Description

The proposed project would add over 2,700 feet of four-foot wide sidewalk on street segments within 700 feet of Mariposa Elementary School: 5th Street, 6th Street, 7th Street, Jones Street, and Bullion Street. The proposed sidewalk segments were selected to connect to existing sidewalk segments. Where appropriate, the proposed project would also add school zone signage and crosswalks.

Design/Construction Cost

$327,000

Candidate Funding Sources

Caltrans Safe Routes to School (SR2S) Program
Federal Safe Routes to School (SRTS) Program
Located in downtown Mariposa, several students live within walking distance of Mariposa Elementary School. Existing sidewalks on Jones Street connect to Mariposa High School, where some students walk to ride the school bus.

Jones Street in front of Mariposa Elementary School is missing sidewalks in some locations. Many nearby streets do not have sidewalks on either side.

Existing sidewalks on Jones Street connect to Mariposa High School, where some students walk to ride the school bus. Neither side of 7th Street has sidewalks; 7th Street connects the school entrance to Mariposa’s downtown businesses.