



MARIPOSA PLANNING

COUNTY OF MARIPOSA

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Date: April 6, 2016 **REVISED**

To: Transportation Center Feasibility Study – Citizens Advisory Committee

From: Brian Foucht, Deputy Director

Subjects: Issues and Options Outline and Process

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.

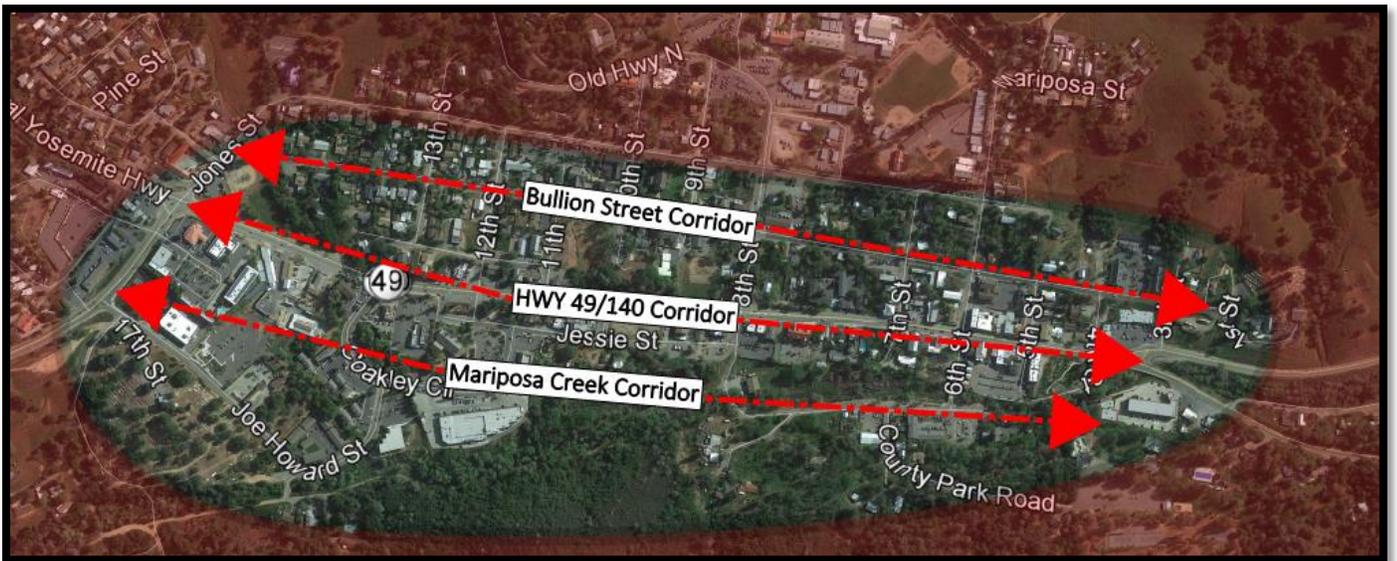
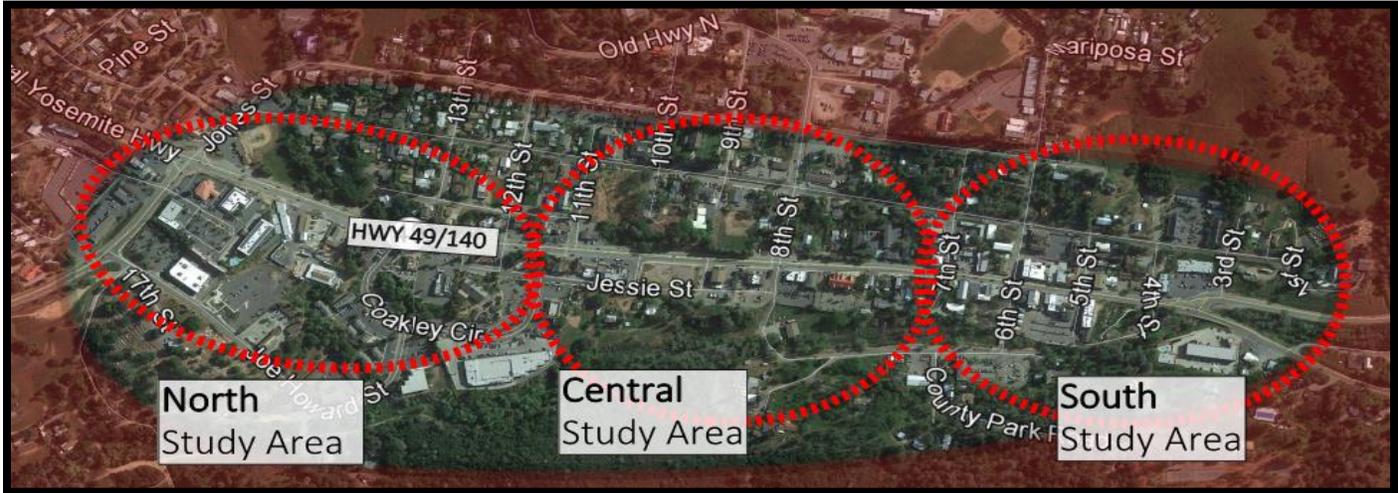
Corridors:

- 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.

PROJECT ELEMENT - COMMUNITY CHARACTER (CC)		
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.		
Issue	Options	Location/context
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.	CC-1 Develop a model guideline for improved parking facilities, including structures. Guideline should contain ideal location, relationship to uses, sites, and circulation patterns.	South subarea
		Corridors: Hwy 140
		Gateways: NA
The Highway corridor is largely devoid of landscaping, art and does not utilize existing improvements, such as the Arts Park to advantage.	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.	All subareas Corridor: Hwy 140 Gateways: North and South
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.	CC-3 Redesign the Roadside Rest and Recreation Area and Coakley Circle into a campus . 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	North subarea
		Corridors: NA

	<p>including active transportation staging and mode shift . Develop a program for use of the site.</p> <p>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.</p>	Gateways: North
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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		
Issues	Options	Location
Off – street parking areas are not interconnected.	P-1 Link parking facilities located between 5 th and 6 th St and along Stroming Ln.	South subarea
		Corridors: Mariposa Creek
		Gateways: NA
Off street parking areas are not interconnected.	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.	All subareas
		Corridors: Mariposa Creek
		Gateways: NA
The location of improved parking is not conducive to use by patrons of Main Street businesses.	P-3 Provide improved parking, including structure(s) close to Main Street;	South subarea
		Corridors: Hwy 140; Mariposa Creek
		Gateways: NA
The Parking District is not organized, or programmed, to provide improved parking to support downtown businesses.	P-4 Determine an optimal Parking District size and configuration.	Subareas: South
		Corridors: All
		Gateways: NA

It is challenging and expensive to develop parking structures.	<p>P-5 Combine parking structures with other uses: 5th street terraced parking with mixed visitor oriented uses.</p> <p>P-6 Phase the development of parking structures to follow standard improvements.</p> <p>P-7 Develop parking structures with vehicle retrieval systems designed for small spaces.</p>	South and Central subareas
		Corridors: All
		Gateways: NA
Off street parking areas close to Downtown are not immediately accessible to transit service or tour buses.	<p>P-8 Identify and establish formal staging areas for drop off and pick up;</p>	South subarea
		Corridors: All No
		Gateways: NA
Off-street parking areas do not contain information regarding local amenities and services, including transit services.	<p>P-9 Provide information kiosks within all public parking areas;</p>	All subareas
		Corridors: All
		Gateways: NA
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.	<p>9-10 Retain the complexity of uses at the History Center parking area (formally Mariposa Roadside Rest and Recreation Area).</p>	Subareas: North
		Corridors: NA
		Gateways: NA
<p>Parking areas are not adequately improved with paving, drainage, lighting, striping, and adequate driveway and pedestrian sidewalk access.</p> <p>Parking areas used by multiple businesses on the same site are not adequately improved to reduce the potential for pedestrian and vehicle conflicts.</p>	<p>P-11 Establish a standard for all public parking areas.</p> <p>P-12 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);</p>	South subarea
		Corridors: All
		Gateways: NA

<p>Parking areas for RVs and tour buses are not adequate or are too remote to benefit businesses.</p>	<p>P-13 Provide parking for RVs and Tour buses at the Joe Howard St. facility;</p>	<p>Central and North subareas</p>
	<p>P-14 Provide curbside, overnight parking on the wider sections of Hwy 140 and elsewhere for commercial coaches and RVs;</p>	<p>Corridors: Hwy 140</p>
	<p>P-15 Develop parking facilities in locations that can serve RVs and tour bus uses.</p>	<p>Gateways: NA</p>

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.

Issues	Options	Location
<p>Vehicles and pedestrians share the same road sections.</p> <p>Pedestrian travel is unorganized, unpredictable and unsafe. Access to both on street and off street parking areas is unsafe.</p>	<p>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.</p>	<p>All subareas</p>
	<p>AT-2 Provide sidewalks and ADA accessible improvements on all streets that provide access to off street parking amenities.</p>	<p>Corridors: All</p>
	<p>AT-3 Provide sidewalks and ADA accessible improvements on Bullion Street and side streets from 3rd St to 12th St.</p>	
	<p>AT-4 Install cross walks, lighting and directional signs to make pedestrian movements visible organized and predictable.</p>	<p>Gateways: NA</p>
	<p>AT-5 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</p>	

	<p>one side, remove some parking at intervals.)</p> <p>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.</p>	
<p>Appropriate pedestrian amenities such as pathways, lighting, and wayfinding and information proximity to transit and parking facilities do not encourage transportation mode shift .</p>	<p>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.</p>	All subareas
		Corridors: All
		Gateways: NA
<p>The planned primary off – street pedestrian pathway, the Mariposa Creek Pathway, is not complete.</p>	<p>AT-8 Complete the Mariposa Creek Park Program (MTP pg. 211) per the Concept Plan.</p>	All subareas
		Corridors: Mariposa Creek
		Gateways: NA
<p>Other off street active transportation links cannot established until the Mariposa Creek Pathway is complete.</p>	<p>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</p>	All subareas
		Corridors: Mariposa Creek
		Gateways: NA
<p>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.</p> <p>This creates an unwelcome environment for pedestrians and is a disincentive to enjoyment of the historical character of the Main Street.</p> <p>High traffic speeds, combined with higher traffic volumes, planned to approach service level “D” along 14) in the future, make it difficult for visitors</p>	<p>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;</p> <p>AT-11 Install gateway design elements immediately after the intersections of Hwy 49No. and So. with Hwy 140; sub options</p> <p>11.a <i>high</i> profile, structures such as arches, monuments, sculptures and raised planters at the intersections of</p>	All subareas
		Corridors: Hwy 140

to identify the location of parking areas, services and places of interest.	<p>49No. and So. and 140.</p> <p>11.b Install <i>low</i> profile enhanced hardscape/low profile landscape at Hwy 49 So and So. and Hwy 140.</p> <p>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;</p>	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.		
Issues	Options	Location
Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.	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, pathways, services and information. The Center would provide site to coordinate with YNP transportation initiatives. Facilities would establish Mariposa as the regional transportation center.	Subareas: All Corridors: All Gateways: All
Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.	T-2 Locate a future Transit Center facility at the existing Roadside Rest and Recreation Area (History Museum site);	Subareas: North Corridors: NA Gateways: NA
Transit services and facilities between Mariposa and Yosemite do not	T-3 Locate a future Transit Center facility at a new complex of uses at the	Subareas: North Corridors: Hwy 140

encourage modal shift in the Town of Mariposa.	site of the existing Visitor Center;	Gateways: East
Transit services and facilities between Mariposa and Yosemite do not encourage modal shift in the Town of Mariposa.	T-4 Develop a variety of transportation improvements at various sites, which together will establish Mariposa as the regional transportation center.	Subareas: All
		Corridors: All
		Gateways: All
Transit amenities in Mariposa consist of just the stop and the turn-out;	T-5 Install transit amenities (benches, shelters, information kiosks) at key locations.	Subareas: All
		Corridors: Hwy 140
		Gateways: NA
Information regarding transit service in Mariposa and YNP is not readily available in Mariposa;	T-6 Install transit amenities (benches, shelters, information kiosks) at key locations.	Subareas: All
		Corridors: Hwy 140;
		Gateways: NA
Transit park and ride facilities are remote and relatively inaccessible from other services, shopping, restaurants and community facilities;	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	Subareas: North
		Corridors: NA
		Gateways: NA

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.

Issues	Options	Location
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.	W-1 Provide a comprehensive wayfinding program and improvements for the following elements: parking, recreation, government services, transit service locations. Include the following elements:	Subareas: All
Parking areas are difficult to find		Corridors: All

<p>because drivers people are already on Main Street before they know to start looking for available spaces.</p> <p>The location of park and ride facilities is not well known.</p> <p>Information resources are a part of wayfinding, yet very little attention has been given to the quality of information.</p> <p>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</p>	<ul style="list-style-type: none"> • 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 	<p>Gateways: North and South</p>
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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 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.*