United States Department of the Interior

NATIONAL PARK SERVICE
Yosemite National Park
P. O. Box 577
Yosemite, California 95389

IN REPLY REFER TO:
L7615(YOSE-PM)

Memorandum

To: Jim Donovan, Project Manager, Yosemite National Park

From: Superintendent, Yosemite National Park

Subject: NEPA and NHPA Clearance: 2014-036 East Valley Shuttle Bus System Stops Improvements (55152)

The Executive Leadership Team has reviewed the proposed project and completed its environmental assessment documentation, and we have determined the following:

- There will not be any effect on threatened, endangered, or rare species and/or their critical habitat.
- There will be no adverse effect on historical, cultural, or archeological resources.
- There will not be serious or long-term undesirable environmental or visual effects.

The subject proposed project, therefore, is now cleared for all NEPA and NHPA compliance requirements as presented above. Project plans and specifications are approved and construction and/or project implementation can commence.

For the proposed project actions to be within compliance requirements during construction and/or project implementation, the following mitigations must be adhered to:

- No mitigations identified.

Recommendations for Conditions or Stipulations:
None

For complete compliance information see PEPC Project 55152.

// Don Neubacher //
Don L. Neubacher

Enclosure (with attachments)

cc: Statutory Compliance File

The signed original of this document is on file at the Environmental Planning and Compliance Office in Yosemite National Park.

Categorical Exclusion Form

Project: 2014-026 East Valley Shuttle Bus System Stops Improvements
PEPC Project Number: 55152
Project Description:

This project concerns safety improvements proposed to five existing shuttle stops in east Yosemite Valley, including two in Half Dome Village and three on the Happy Isles loop road. Primary objectives are to provide safe pedestrian waiting refuge areas with accessible connections to pathways and park facilities, reduce automobile and transit bus conflict, alleviate local traffic congestion, and to preserve pavement on roadways by building bus braking pads in new turn-outs or in roadways. These improvements will also enhance visitor use and enjoyment, encourage shuttle system use by making the stops more visible, allow more efficient use of the shuttle system, and provide for limited restoration of problem areas in Half Dome Village (previously known as Curry Village).

Half Dome Village

These shuttle stops are used year-round in highly active and visible locations. Two new facilities will be constructed about 120 feet north of their present locations on Half Dome Village Drive, with bus turn-outs and elevated pedestrian refuge areas.

Five existing shuttle stops were established as ad-hoc uses in the Half Dome Village area after 1980. Existing bus stops consist of signs, system maps, and half-round concrete or wooden benches. Existing shuttle stops numbered 14 (edge of orchard parking) and 20 (edge of meadow) would be replaced on Half Dome Village Drive by new, better-delineated, permanent facilities consisting of bus turn-outs, concrete braking pads, new waiting area platforms with curbs, bear-resistant trash and recycling containers, benches, signs and system maps.

Happy Isles Loop Drive; Stable and Pines Campgrounds

Valley transportation service is limited to peak season on the Happy Isles Loop. Upper Pine Campground is open year-round, while the concessions stable, North and Lower Pines are closed in winter. Because of limitations on parking and private automobile use, and low traffic volumes, concrete braking pads will be built within the existing roadway with passenger waiting areas constructed adjacent to the edge of existing pavement.

Shuttle stop 19 is located on Northside (or Stoneman Meadow) Drive. Because the road is used year-round and the shuttle routinely blocks outbound traffic, a turn-out is warranted.

All three shuttle stops would be improved with concrete braking pads, new waiting area platforms, bear-resistant trash and recycling containers, benches, signs and system maps.

Project Locations:

Mariposa County, CA

Mitigations:

- No mitigations identified.

CE Citation: C.18 Construction of minor structures, including small improved parking lots, in previously disturbed or developed areas.

Decision: I find that the action fits within the categorical exclusion above. Therefore, I am categorically excluding the described project from further NEPA analysis. No extraordinary circumstances apply.

Superintendent: *// Don Neubacher //* **Date:** 6/29/2016

Don L. Neubacher

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Extraordinary Circumstances:

If implemented, would the proposal...	Yes/No	Notes
A. Have significant impacts on public health or safety?	No	
B. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas?	No	
C. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources (NEPA section 102(2)(E))?	No	
D. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?	No	
E. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	No	
F. Have a direct relationship to other actions with individually insignificant, but cumulatively significant, environmental effects?	No	
G. Have significant impacts on properties listed or eligible for listing on the National Register of Historic Places, as determined by either the bureau or office?	No	
H. Have significant impacts on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species?	No	
I. Violate a federal, state, local or tribal law or requirement imposed for the protection of the environment?	No	
J. Have a disproportionately high and adverse effect on low income or minority populations (EO 12898)?	No	
K. Limit access to and ceremonial use of Indian sacred sites on federal lands by Indian religious practitioners or adversely affect the physical integrity of such sacred sites (EO 130007)?	No	
L. Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112)?	No	

ENVIRONMENTAL SCREENING FORM (ESF)

Updated Sept 2015 per NPS NEPA Handbook

A. PROJECT INFORMATION

Project Title: 2014-036 East Valley Shuttle Bus System Stops Improvements
PEPC Project Number: 55152
Project Type: Transportation Plan (TRAN)
Project Location:
County, State: Mariposa, California **District:** Yosemite Valley
Project Leader: Jim Donovan

B. RESOURCE IMPACTS TO CONSIDER:

Resource	Potential for Impact	Potential Issues & Impacts
Air Air Quality	Potential	Temporary, minimal air emissions from construction equipment.
Biological Nonnative or Exotic Species	None	
Biological Species of Special Concern or Their Habitat	None	
Biological Vegetation	None	
Biological Wildlife and/or Wildlife Habitat including terrestrial and aquatic species	None	
Cultural Archeological Resources	Potential	Bus stop leveling will include up to 10 inches of soil disturbance. Some areas will require fill to be brought in and level the area up to 24 inches.
Cultural Cultural Landscapes	None	
Cultural Ethnographic Resources	None	Tribal consultation initiated on February 2015 Tribal Spreadsheet dated March 12, 2015. No comments were received.

Resource	Potential for Impact	Potential Issues & Impacts
Cultural Museum Collections	None	
Cultural Prehistoric/historic structures	None	
Geological Geologic Features	Potential	Ground disturbance will include shallow excavation for curbing, platforms, and pathways.
Geological Geologic Processes	None	
Lightscapes Lightscapes	None	
Other Human Health and Safety	Potential	Relocating bus stops 14 and 20 will make the area safer, more accessible, more visible and useful to park visitors and employees.
Other Operational	None	
Socioeconomic Land Use	None	
Socioeconomic Minority and low-income populations, size, migration patterns, etc.	None	
Socioeconomic Socioeconomic	None	
Soundscapes Soundscapes	None	
Viewsheds Viewsheds	None	
Visitor Use and Experience Recreation Resources	None	
Visitor Use and Experience Visitor Use and Experience	Potential	Visitor experience will be enhanced with the improved bus stops.
Water Floodplains	None	
Water Marine or Estuarine	None	

Resource	Potential for Impact	Potential Issues & Impacts
Resources		
Water Water Quality or Quantity	None	
Water Wetlands	None	
Water Wild and Scenic River	Potential	All stops are in the Merced River Corridor. This project will have no impacts on river values.
Wilderness Wilderness	None	

Recommended:

Compliance Specialists	Date
// Renea Kennec // Compliance Specialist – Renea Kennec	6/16/2016
// Madelyn Ruffner // Compliance Program Manager – Madelyn Ruffner	6/22/2016
// Randy Fong // Chief, Project Management – Randy Fong	6/23/2016

Approved:

Superintendent	Date
// Don L. Neubacher // Don L. Neubacher	6/29/2016

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ASSESSMENT OF ACTIONS HAVING AN EFFECT ON HISTORIC PROPERTIES

A. DESCRIPTION OF UNDERTAKING

1. Park: Yosemite National Park

2. Project Description:

Project Name: 2014-036 East Valley Shuttle Bus System Stops Improvements
Prepared by: Renea Kennec **Date Prepared:** 05/10/2016 **Telephone:** 209-379-1038
PEPC Project Number: 55152

Area of potential effects (as defined in 36 CFR 800.16[d])
Yosemite Valley Archeological District; Yosemite Valley Historic District; Camp Curry Historic District

3. Has the area of potential effects been surveyed to identify historic properties?

____ No
_X_ Yes
Source or reference:

4. Potentially Affected Resources:

Archeological resources affected:
Name and numbers: Yosemite Valley Archeological District
NR status: 1 - Listed in Register and documented

Historical Structures/Resources Affected:
Name and numbers: Yosemite Valley Historic District
NR status: 1 - Listed in Register and documented

Name and numbers: Camp Curry Historic District
NR status: 1 - Listed in Register and documented

Historical Structures/Resources Notes: Project is located within the Yosemite Valley Historic District and adjacent to the Camp Curry Historic District.

Ethnographic Resources Affected:
Name and numbers: Resources of Religious and Cultural Significance

5. The proposed action will: (check as many as apply)

_No__ Destroy, remove, or alter features/elements from a historic structure

No	Replace historic features/elements in kind
No	Add non-historic features/elements to a historic structure
No	Alter or remove features/elements of a historic setting or environment (inc. terrain)
No	Add non-historic features/elements (inc. visual, audible, or atmospheric) to a historic setting or cultural landscape
No	Disturb, destroy, or make archeological resources inaccessible
No	Disturb, destroy, or make ethnographic resources inaccessible
Yes	Potentially affect presently unidentified cultural resources
No	Begin or contribute to deterioration of historic features, terrain, setting, landscape elements, or archeological or ethnographic resources
No	Involve a real property transaction (exchange, sale, or lease of land or structures)
	Other (please specify):

6. Supporting Study Data:
(Attach if feasible; if action is in a plan, EA or EIS, give name and project or page number.)

B. REVIEWS BY CULTURAL RESOURCE SPECIALISTS

The park 106 coordinator requested review by the park's cultural resource specialist/advisors as indicated by check-off boxes or as follows:

[X] 106 Advisor
Name: Kimball Koch
Date: 06/02/2016

Check if project does not involve ground disturbance [ ]
Assessment of Effect: __ No Potential to Cause Effect __ No Historic Properties Affected _X_ No Adverse Effect __ Adverse Effect __ Streamlined Review
Recommendations for conditions or stipulations:

[X] Anthropologist
Name: Eirik Thorsgard
Date: 06/01/2016
Comments: Tribal consultation initiated on February 2015 Tribal Spreadsheet dated March 12, 2015. No comments were received.

Check if project does not involve ground disturbance [ ]
Assessment of Effect: __ No Potential to Cause Effect __ No Historic Properties Affected _X_ No Adverse Effect __ Adverse Effect __ Streamlined Review
Recommendations for conditions or stipulations:

[X] Archeologist
Name: Sara Dolan
Date: 05/16/2016
Comments: No archeological monitoring is required.

Check if project does not involve ground disturbance [ ]
Assessment of Effect: __ No Potential to Cause Effect __ No Historic Properties Affected _X_ No Adverse Effect __ Adverse Effect __ Streamlined Review
Recommendations for conditions or stipulations: Should unanticipated artifacts be uncovered during the project, the Yosemite Anthropology Branch will document the discoveries.

Doc Method: Park Specific Programmatic Agreement

[X] Historian
Name: Scott Carpenter
Date: 06/01/2016

Check if project does not involve ground disturbance [ ]
Assessment of Effect: __ No Potential to Cause Effect __ No Historic Properties Affected _X_ No Adverse Effect __ Adverse Effect __ Streamlined Review
Recommendations for conditions or stipulations:

[X] Historical Architect
Name: Scott Carpenter
Date: 06/01/2016

Check if project does not involve ground disturbance [ ]
Assessment of Effect: __ No Potential to Cause Effect __ No Historic Properties Affected _X_ No Adverse Effect __ Adverse Effect __ Streamlined Review
Recommendations for conditions or stipulations:

[X] Historical Landscape Architect
Name: Kimball Koch
Date: 05/17/2016
Comments: Project has no adverse effect to either historic property.

Check if project does not involve ground disturbance [ ]
Assessment of Effect: __ No Potential to Cause Effect __ No Historic Properties Affected _X_ No Adverse Effect __ Adverse Effect __ Streamlined Review
Recommendations for conditions or stipulations:

No Reviews From: Curator, Other Advisor

C. PARK SECTION 106 COORDINATOR'S REVIEW AND RECOMMENDATIONS

1. Assessment of Effect:

_____ No Potential to Cause Effects
_____ No Historic Properties Affected

___X___ No Adverse Effect
_____ Adverse Effect

2. Documentation Method:

[ ] A. STANDARD 36 CFR PART 800 CONSULTATION
Further consultation under 36 CFR Part 800 is needed.

[ ] B. STREAMLINED REVIEW UNDER THE 2008 SERVICEWIDE PROGRAMMATIC AGREEMENT (PA)

The above action meets all conditions for a streamlined review under section III of the 2008 Servicewide PA for Section 106 compliance.

APPLICABLE STREAMLINED REVIEW Criteria
(Specify 1-16 of the list of streamlined review criteria.)

[ ] C. PLAN-RELATED UNDERTAKING

Consultation and review of the proposed undertaking were completed in the context of a plan review process, in accordance with the 2008 Servicewide PA and 36 CFR Part 800.
Specify plan/EA/EIS:

[X **]** D. UNDERTAKING RELATED TO ANOTHER AGREEMENT
The proposed undertaking is covered for Section 106 purposes under another document such as a statewide agreement established in accord with 36 CFR 800.7 or counterpart regulations.

1999 Programmatic Agreement as amended in 2016

[ ] E. COMBINED NEPA/NHPA Document
Documentation is required for the preparation of an EA/FONSI or an EIS/ROD has been developed and used so as also to meet the requirements of 36 CFR 800.3 through 800.6

[ ] G. Memo to SHPO/THPO

[ ] H. Memo to ACHP

SHPO/THPO Notes:

3. Additional Consulting Parties Information:

Additional Consulting Parties: No

4. Stipulations and Conditions:

Following are listed any stipulations or conditions necessary to ensure that the assessment of effect above is consistent with 36 CFR Part 800 criteria of effect or to avoid or reduce potential adverse effects.

5. Mitigations/Treatment Measures:

Measures to prevent or minimize loss or impairment of historic/prehistoric properties: (Remember that setting, location, and use may be relevant.)

No Assessment of Effect mitigations identified.

D. RECOMMENDED BY PARK SECTION 106 COORDINATOR:

Kimball Koch *// Kimball Koch //* **Date:** 6/16/2016

E. SUPERINTENDENT'S APPROVAL

The proposed work conforms to the NPS *Management Policies* and *Cultural Resource Management Guideline*, and I have reviewed and approve the recommendations, stipulations, or conditions noted in Section C of this form.

Superintendent: *// Don L. Neubacher //* **Date:** 6/29/2016

Don L. Neubacher

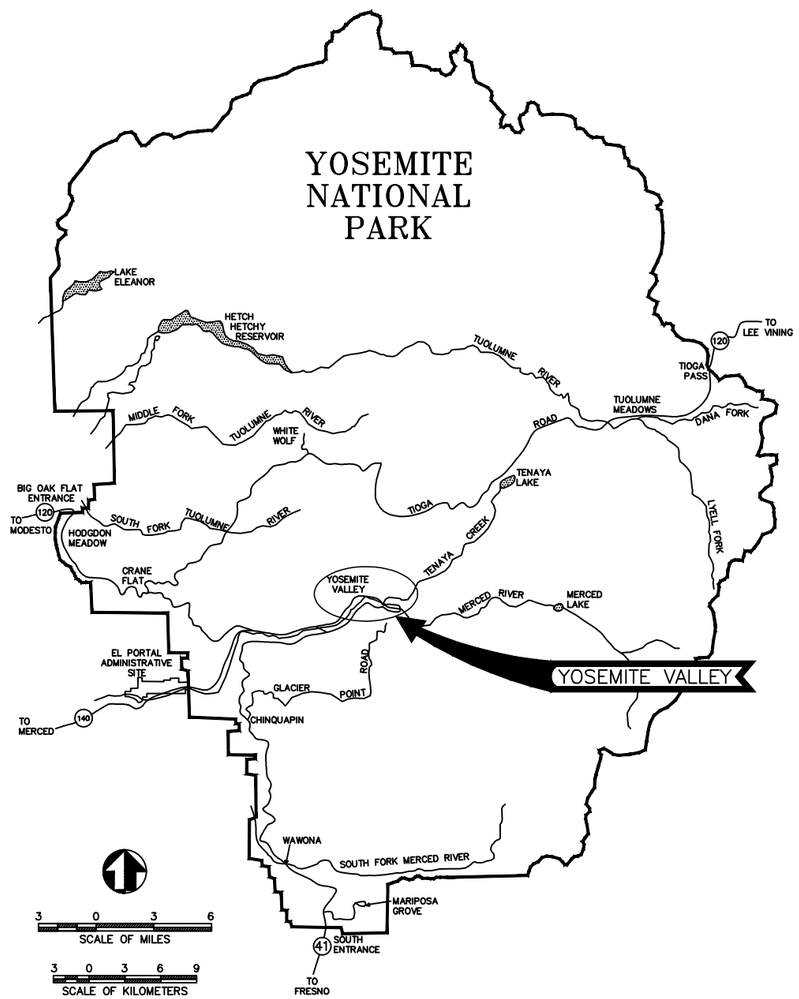
The signed original of this document is on file at the Environmental Planning and Compliance Office in Yosemite National Park.

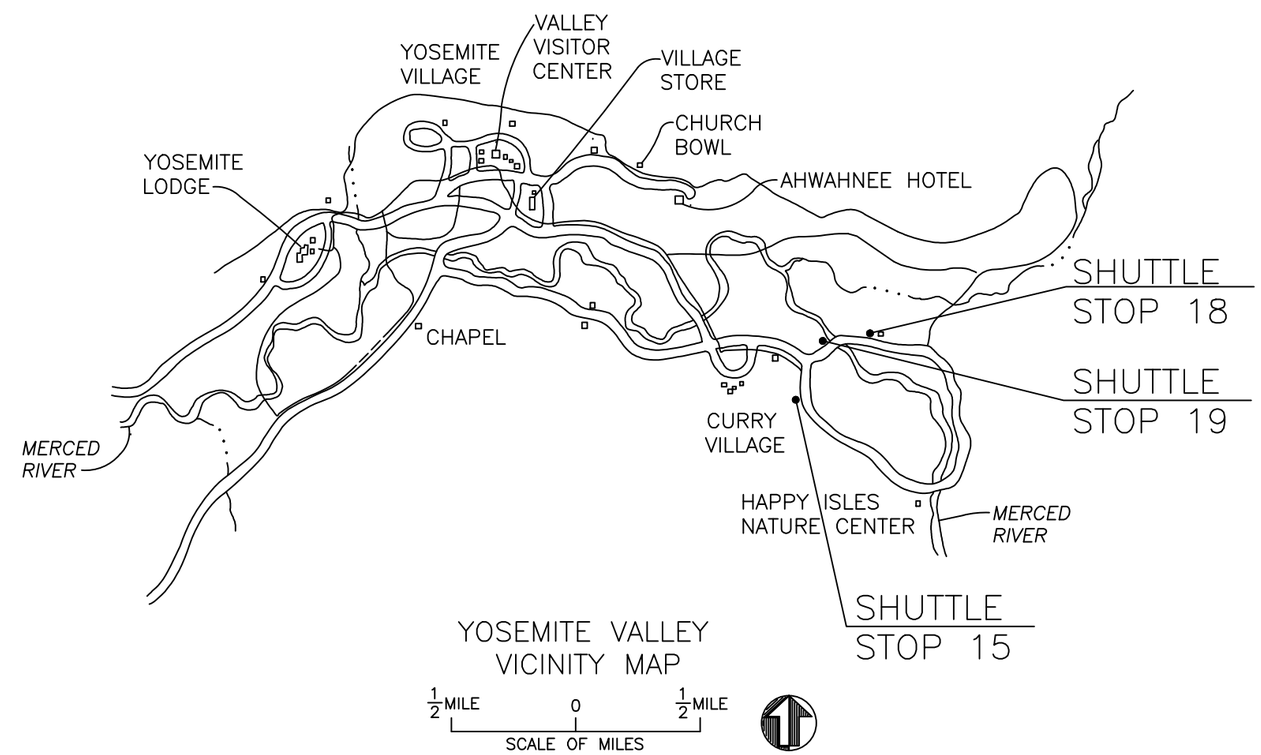
YOSEMITE NATIONAL PARK

DRAWINGS FOR:

YOSEMITE VALLEY SHUTTLE STOPS/SHELTERS

DESIGN DEVELOPMENT





PRELIMINARY DESIGN

NOT FOR CONSTRUCTION

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SHEET INDEX

SUB SHEET NO.	SHEET #	SHEET DESCRIPTION
G1.0	1	COVER SHEET
G1.1	2	SHEET INDEX
C1.0	3	STOP 15 EXTG. COND.
C1.1	4	STOP 18 EXTG. COND.
C1.2	5	STOP 19 EXTG. COND.
C2.0	6	STOP 15 SITE PLAN
C2.1	7	STOP 18 SITE PLAN
C2.2	8	STOP 19 SITE PLAN
C3.0	9	STOP 15 UTILITY PLAN
C3.1	10	STOP 18 UTILITY PLAN
C3.2	11	STOP 19 UTILITY PLAN

PRELIMINARY DESIGN

NOT FOR CONSTRUCTION

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR SUBCONTRACTOR NAME CITY, STATE	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	G1.1	SHEET INDEX YOSEMITE NATIONAL PARK BUS SHELTERS	———— ———— ———— PMIS/PKG NO. 179576 SHEET 2 OF 11

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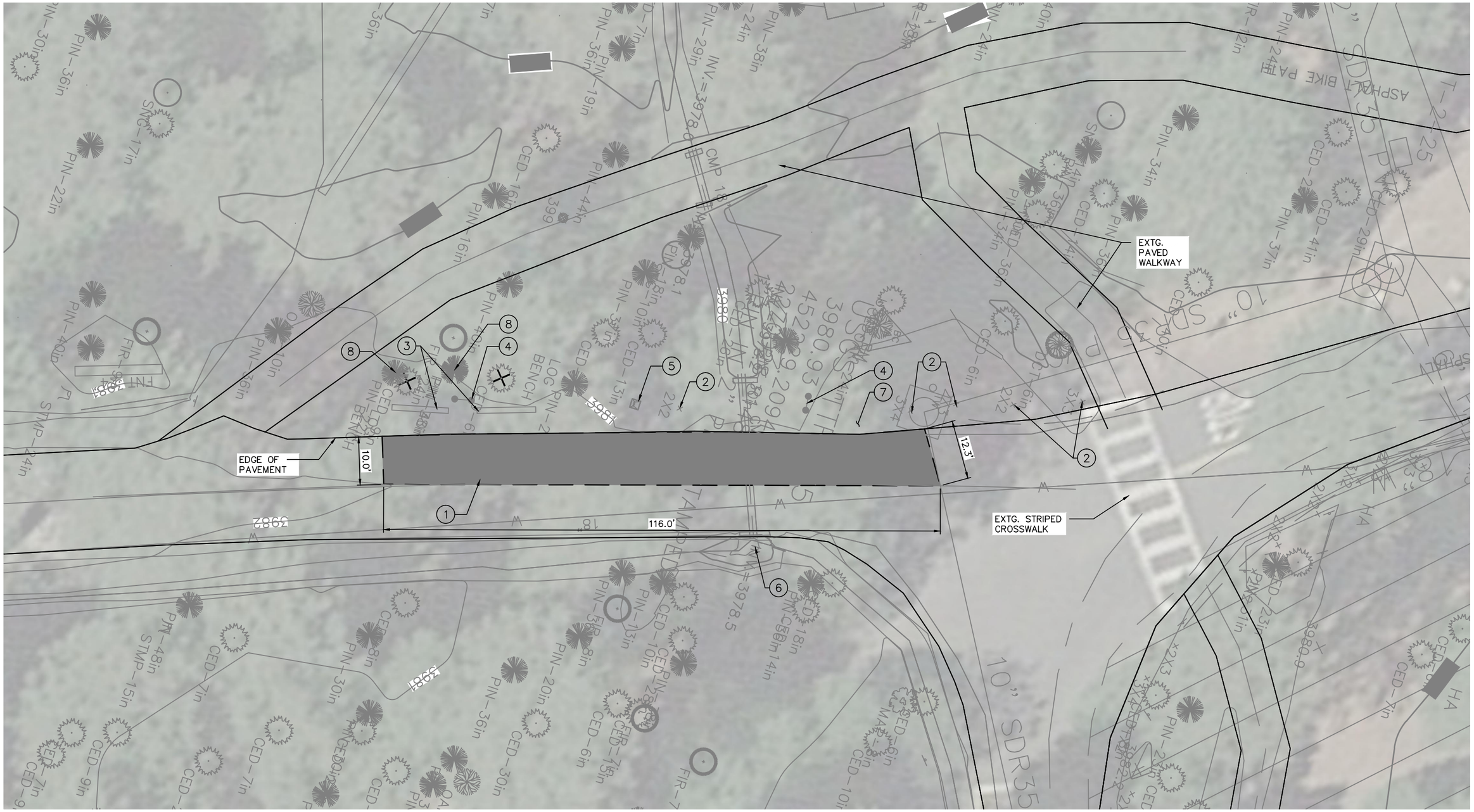

PRELIMINARY DESIGN

KEYED NOTES

1. SAWCUT AND REMOVE ASPHALT PAVEMENT
2. SALVAGE BOULDERS FOR RE-INSTALLATION (5)
3. REMOVE BENCHES AND CONCRETE FOOTINGS
4. SALVAGE SIGNAGE FOR RE-INSTALLATION
5. REMOVE TRASH CAN
6. CLEAN OUT/PERFORM MAINTAINANCE ON CULVERT TO DRAIN
7. CLEAR AREA FOR NEW ACCESSIBLE RESIN-POLYMER AGGREGATE PATHWAY
8. PROTECT AND MAINTAIN EXTG. TREE

LEGEND

REMOVE AC PAVEMENT

TREE TO BE REMOVED

20 0 20 40 1" = 20'
SCALE OF FEET

NOT FOR CONSTRUCTION

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	C1.0	STOP 15 EXTG. COND. YOSEMITE NATIONAL PARK BUS SHELTERS	PMIS/PKG NO. 179576 SHEET 3 OF 11

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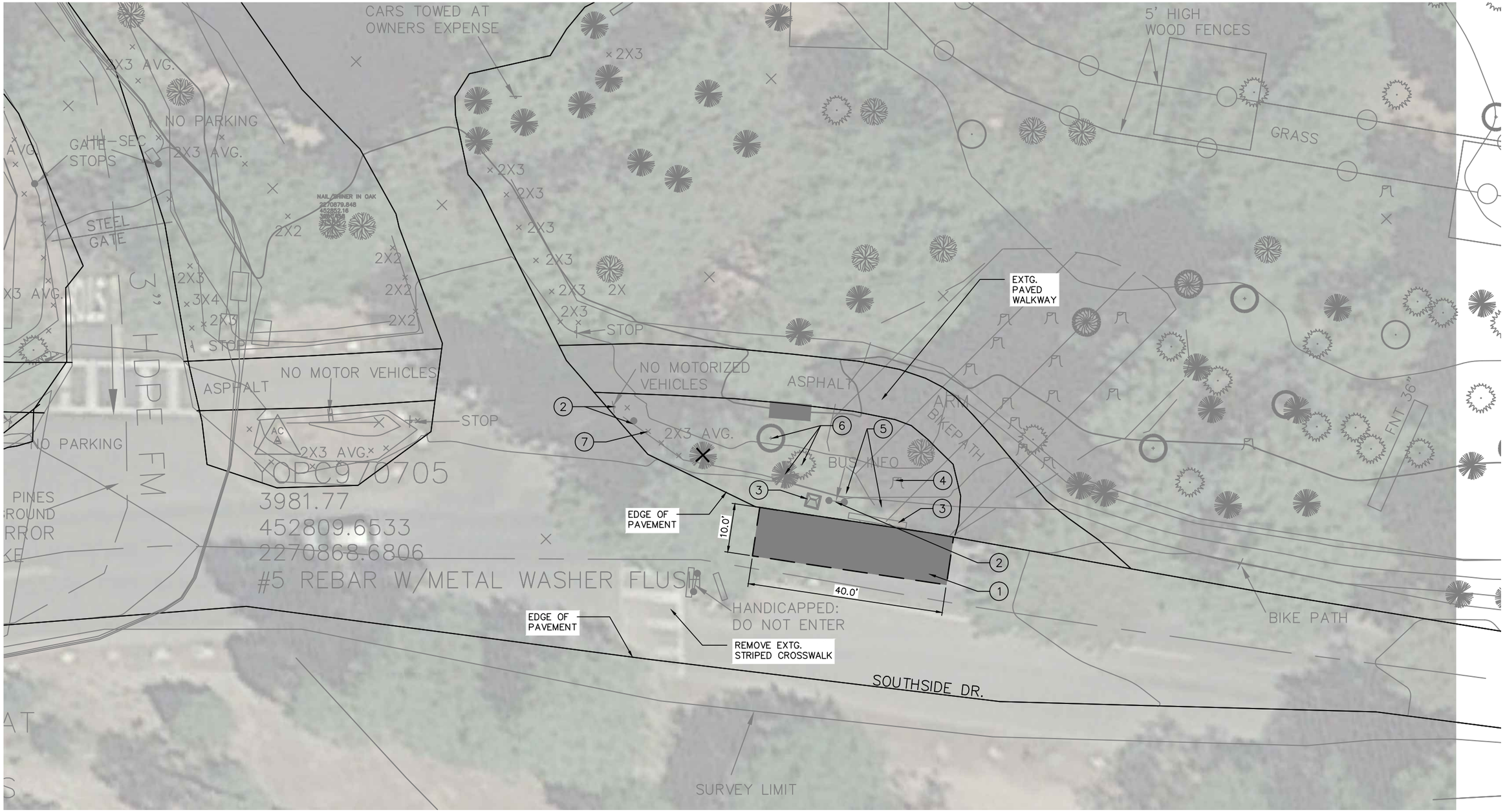

PRELIMINARY DESIGN

KEYED NOTES

1. SAWCUT AND REMOVE ASPHALT PAVEMENT
2. SALVAGE SIGNAGE FOR RE-INSTALLATION
3. REMOVE BENCH, TRASH CAN, AND CONCRETE FOOTINGS
4. REMOVE STUMPS AND ROOTWADS
5. CLEAR SITE FOR PLATFORM
6. PROTECT AND MAINTAIN EXTG. TREES
7. RELOCATE BOULDERS FROM PATH OF TRAVEL

LEGEND

REMOVE AC PAVEMENT

TREE TO BE REMOVED

20 0 20 40 1" = 20'
SCALE OF FEET

NOT FOR CONSTRUCTION

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
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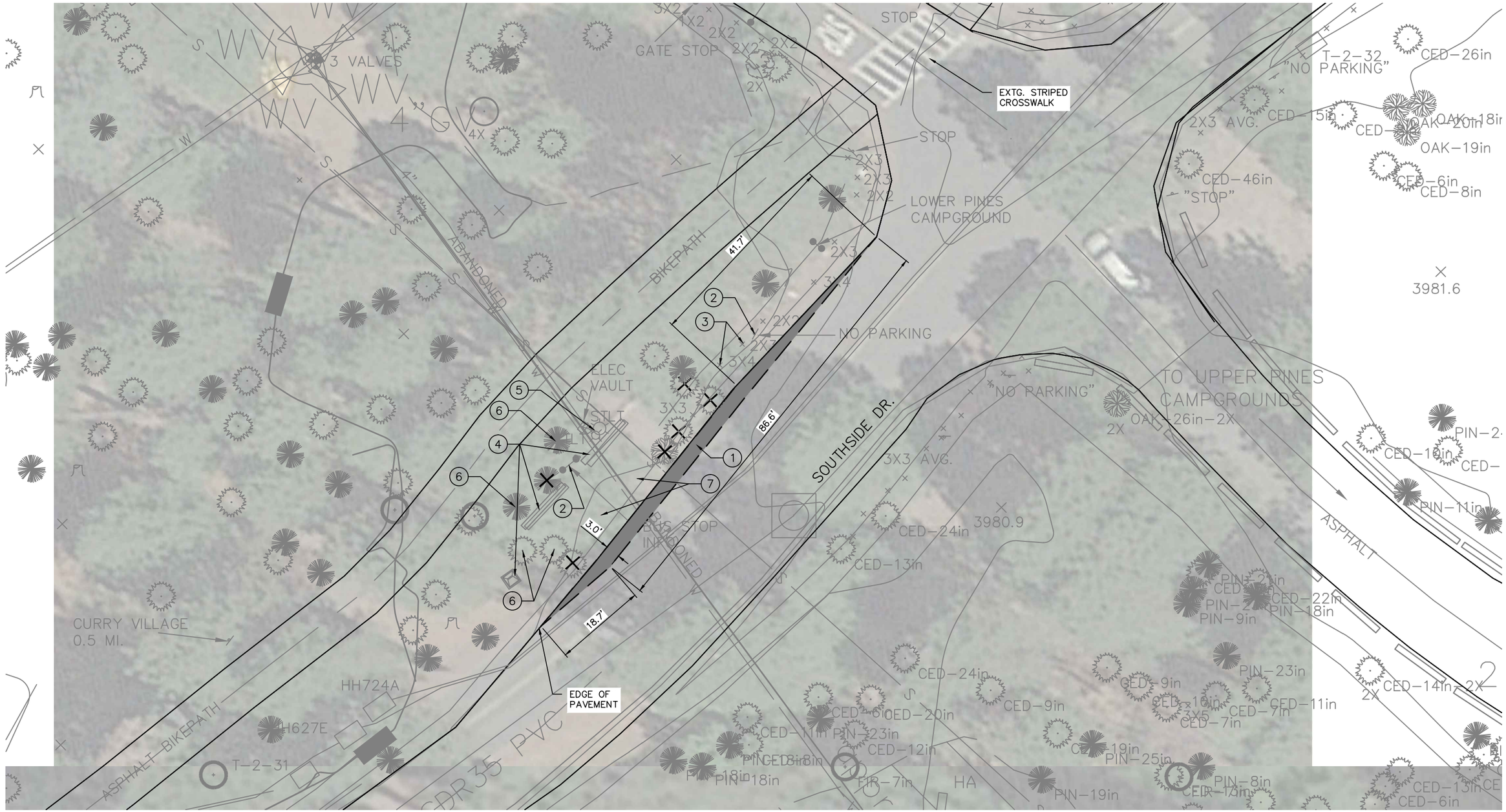

KEYED NOTES

1. SAWCUT AND REMOVE ASPHALT PAVEMENT
2. SALVAGE SIGNAGE FOR RE-INSTALLATION
3. RELOCATE BOULDERS
4. REMOVE BENCHES, TRASH CAN AND CONCRETE PADS AND FOOTINGS
5. SALVAGE LIGHT POLE FOR RE-INSTALLATION
6. PROTECT AND MAINTAIN EXTG. TREE
7. CLEAR SITE FOR PLATFORM

LEGEND

REMOVE AC PAVEMENT

TREE TO BE REMOVED

20 0 20 40 1" = 20'
SCALE OF FEET

NOT FOR CONSTRUCTION

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	C1.2	STOP 19 EXTG. COND. YOSEMITE NATIONAL PARK BUS SHELTERS	——— ——— ———
				PMIS/PKG NO. 179576
				SHEET 5 OF 11

PRELIMINARY DESIGN

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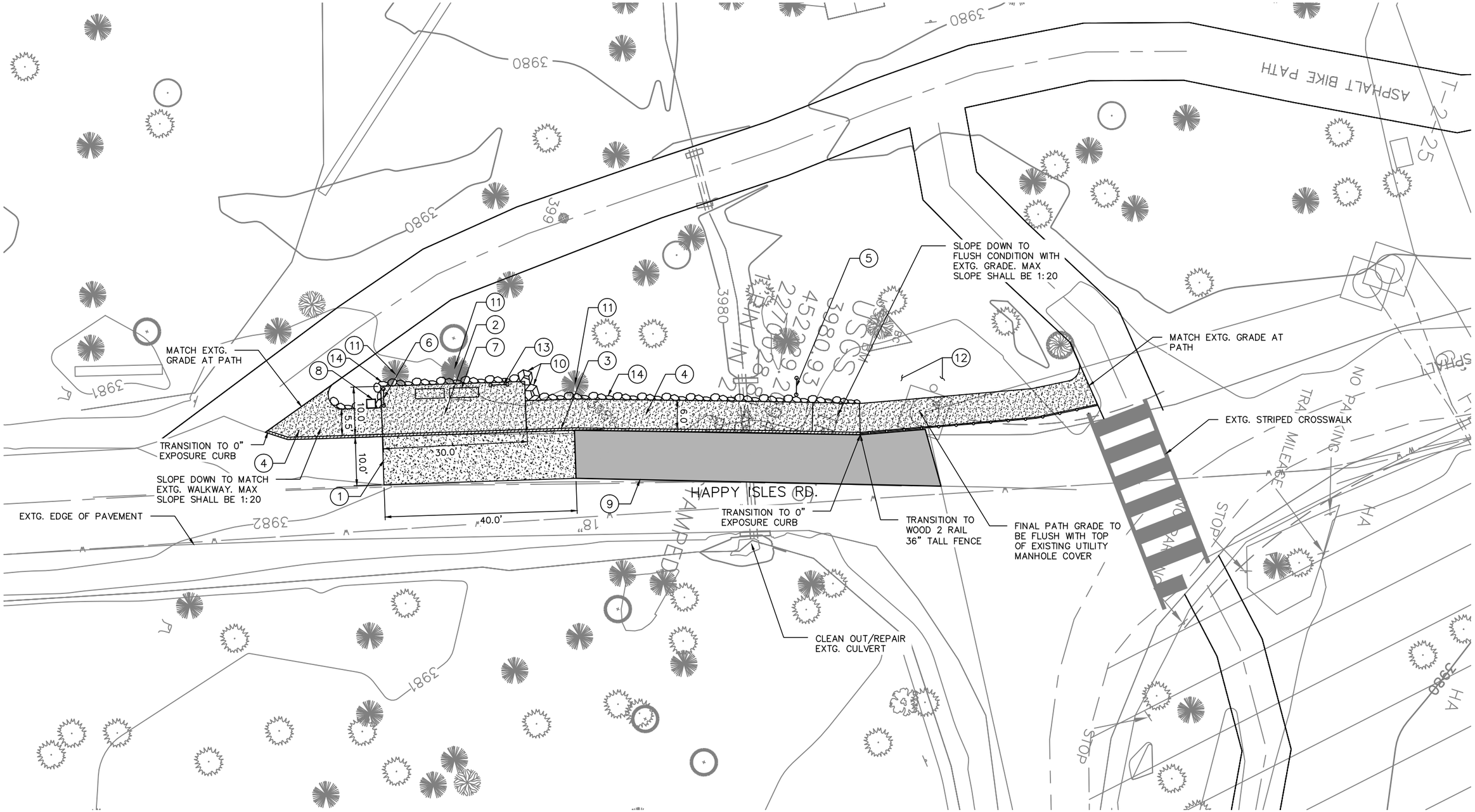

CONSTRUCTION NOTES

1. CONCRETE BRAKE PAD
2. RESIN-POLYMER AGGREGATE WAITING AREA, SLOPE 2% TO DRAIN IN ALL DIRECTIONS
3. GRANITE CURBING
4. ACCESSIBLE RESIN-POLYMER AGGREGATE PATHWAY, MAX SLOPE SHALL BE 1:20
5. RELOCATE EXISTING TRAILHEAD PARKING SIGN OUTSIDE NEW PATHWAY
6. RE-INSTALL SHUTTLE STOP NO. SIGN
7. 6' BENCH
8. BEAR-RES. TRASH CAN ON CONCRETE PAD
9. NEW ASPHALT ROADWAY PAVEMENT
10. PLACE (2) SALVAGED "SEAT" ROCKS IN CORNER OF RESIN-POLYMER AGGREGATE WAITING AREA
11. PROTECT EXTG. TREES BEHIND RESIN-POLYMER AGGREGATE
12. RELOCATE (3) EXTG. BOULDERS BEHIND NEW WALKWAY
13. RE-INSTALL SHUTTLE INFO SIGN
14. LARGE GRANITE ROCKS AT EDGES OF RESIN-POLYMER AGGREGATE WHERE INDICATED

LEGEND

- CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- 3" RESIN-POLYMER AGGREGATE OVER 6" CRUSHED ROCK BASE
- GRANITE CURB
- WOOD SPLIT RAIL FENCE TO MATCH FENCE AT CURRY VILLAGE

NOT FOR CONSTRUCTION

20 0 20 40
SCALE OF FEET
1" = 20'

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	C2.0	STOP 15 SITE PLAN YOSEMITE NATIONAL PARK BUS SHELTERS	PMIS/PKG NO. 179576 SHEET 6 OF 11

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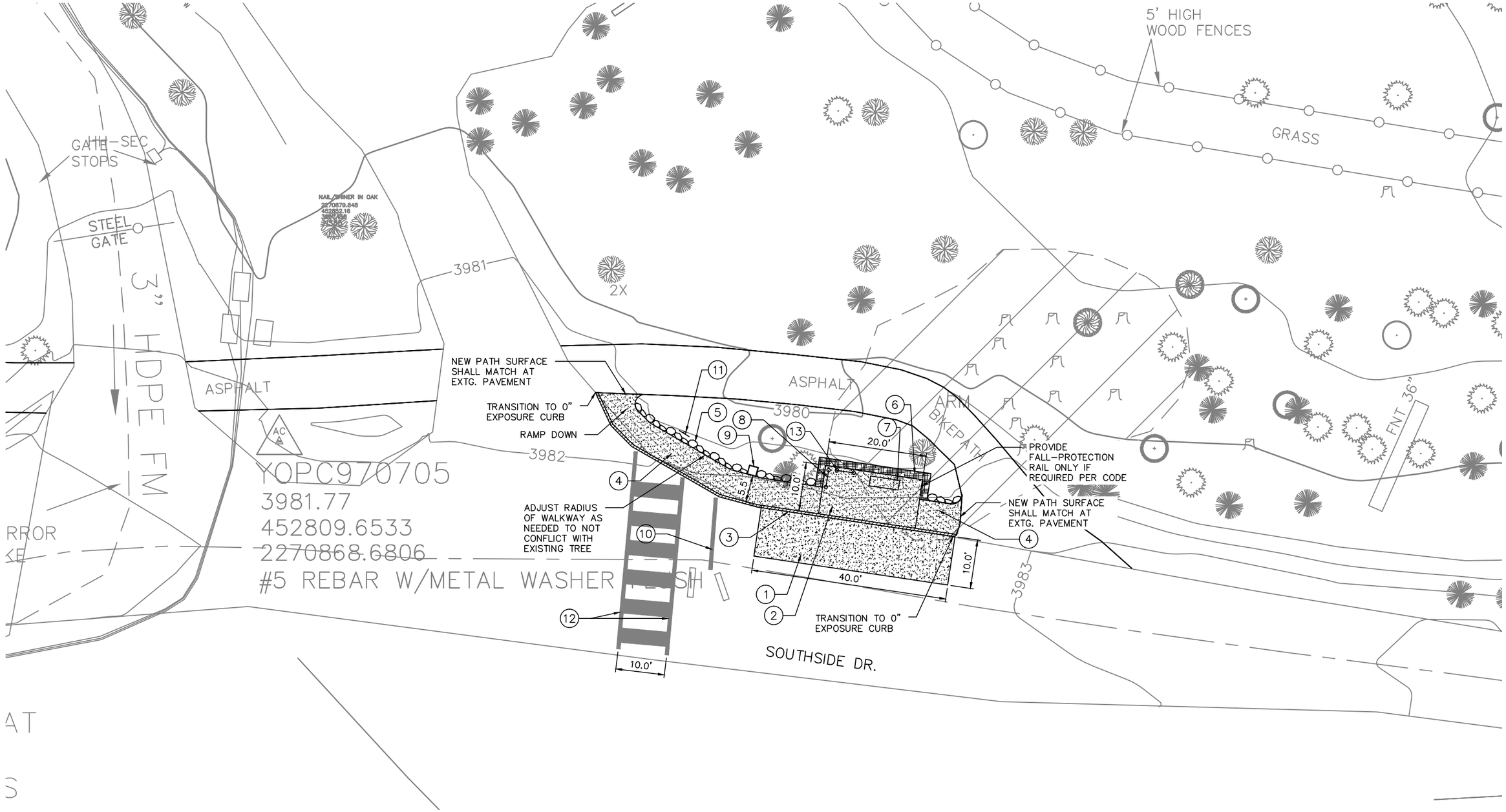

PRELIMINARY DESIGN

CONSTRUCTION NOTES

1. CONCRETE BRAKE PAD
2. RESIN-POLYMER AGGREGATE WAITING AREA, SLOPE TO DRAIN 2% IN ALL DIRECTIONS
3. GRANITE CURBING
4. RESIN-POLYMER AGGREGATE WALKWAY. MAX SLOPE SHALL BE 1:20
5. LARGE GRANITE ROCKS AT EDGES OF RESIN-POLYMER AGGREGATE WHERE INDICATED
6. STONE RETAINING WALL, APPROX. 24-30" HIGH. DRY-LAID MORTAR-LESS STYLE
7. 6' BENCH
8. RE-INSTALL SHUTTLE STOP NO. SIGN
9. BEAR-RES. TRASH CAN ON CONCRETE PAD
10. STRIPED STOP BAR
11. RE-INSTALL STABLE SIGN
12. RE-STRIPE EXISTING CROSSWALK
13. RE-INSTALL SHUTTLE INFO SIGN

LEGEND

- CONCRETE PAVEMENT
- 3" RESIN-POLYMER AGGREGATE OVER 6" CRUSHED ROCK BASE
- GRANITE CURB

20 0 20 40
SCALE OF FEET
1" = 20'

NOT FOR CONSTRUCTION

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PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	C2.1	STOP 18 SITE PLAN YOSEMITE NATIONAL PARK BUS SHELTERS	——— ——— ———
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				SHEET 7 OF 11

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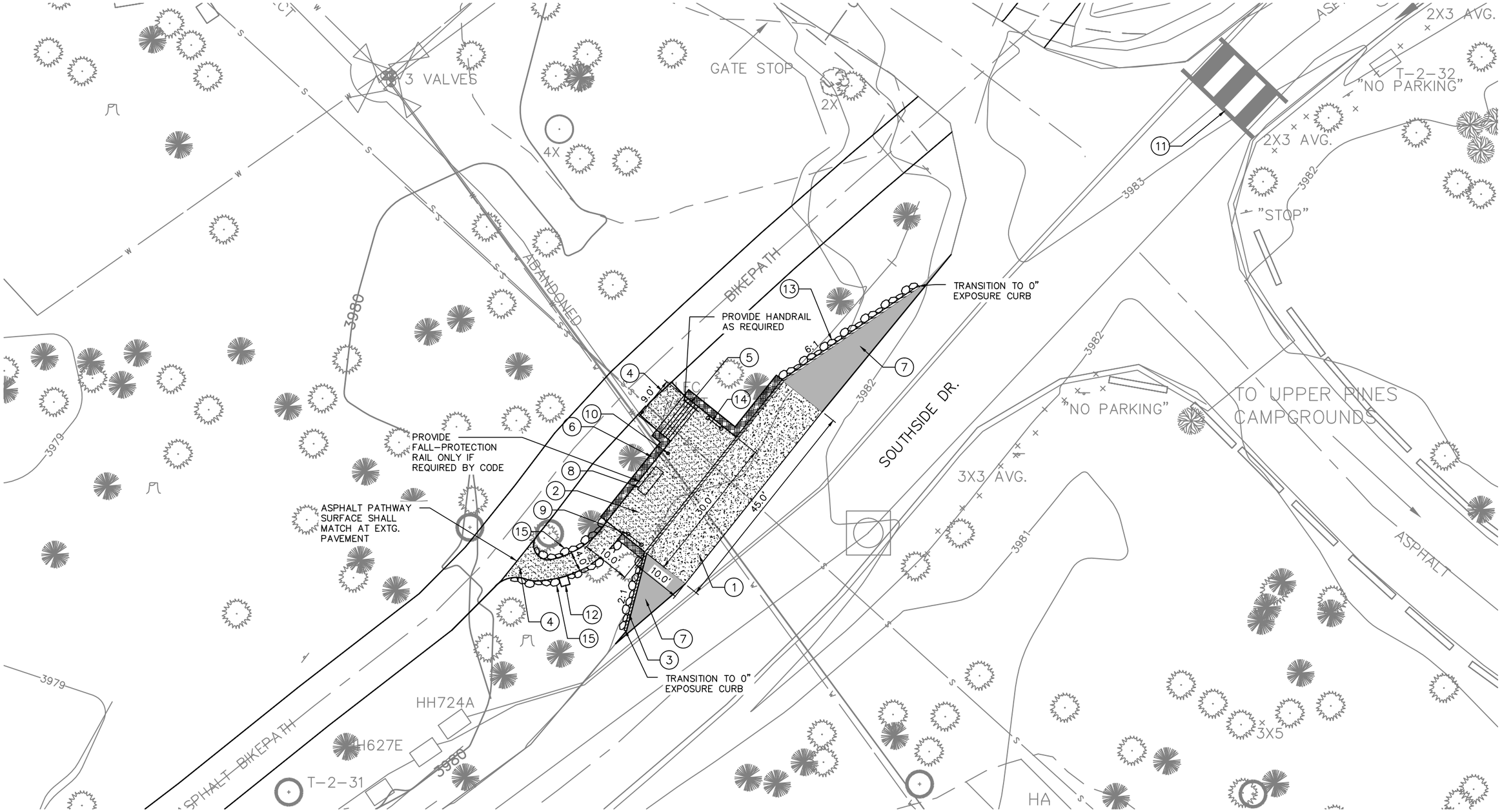


PRELIMINARY DESIGN

CONSTRUCTION NOTES

1. CONCRETE BRAKE PAD IN NEW PULL-OUT
2. RESIN-POLYMER AGGREGATE WAITING AREA, SLOPE TO DRAIN 2% IN ALL DIRECTIONS
3. GRANITE CURBING
4. RESIN-POLYMER AGGREGATE ACCESSIBLE WALKWAY. MAX SLOPE SHALL BE 1:20
5. GRANITE STEPS DOWN TO MEET EXT. GRADE
6. STONE RETAINING WALL, APPROX. 24-30" HIGH. DRY-LAID MORTAR-LESS STYLE
7. ASPHALT TRANSITION
8. 6' BENCH
9. RE-INSTALL SHUTTLE STOP NO. SIGN
10. RE-INSTALL LIGHT POLE
11. STRIPE PEDESTRIAN CROSSWALK
12. BEAR-RES. TRASH CAN ON CONCRETE PAD
13. RELOCATE BOULDERS BEHIND GRANITE CURB
14. RE-INSTALL SHUTTLE INFO SIGN
15. LARGE GRANITE ROCKS AT EDGES OF RESIN-POLYMER AGGREGATE WHERE INDICATED

LEGEND

- CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- 3" RESIN-POLYMER AGGREGATE OVER 6" CRUSHED ROCK BASE
- GRANITE CURB

NOT FOR CONSTRUCTION

20 0 20 40
SCALE OF FEET
1" = 20'

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	C2.2	STOP 19 SITE PLAN YOSEMITE NATIONAL PARK BUS SHELTERS	PMIS/PKG NO. 179576 SHEET 8 OF 11

Kema 08/11/15 10:11am - P:\G\GSAXNAPS0018\04000AD\SHEETS\Layout_Shuttle-Stops_2014-04.dwg

CONSTRUCTION NOTES

1. PROTECT AND MAINTAIN EXISTING CULVERT
2. PROTECT AND MAINTAIN EXISTING MANHOLE. COORDINATE CONSTRUCTION PER SHEET C2.0

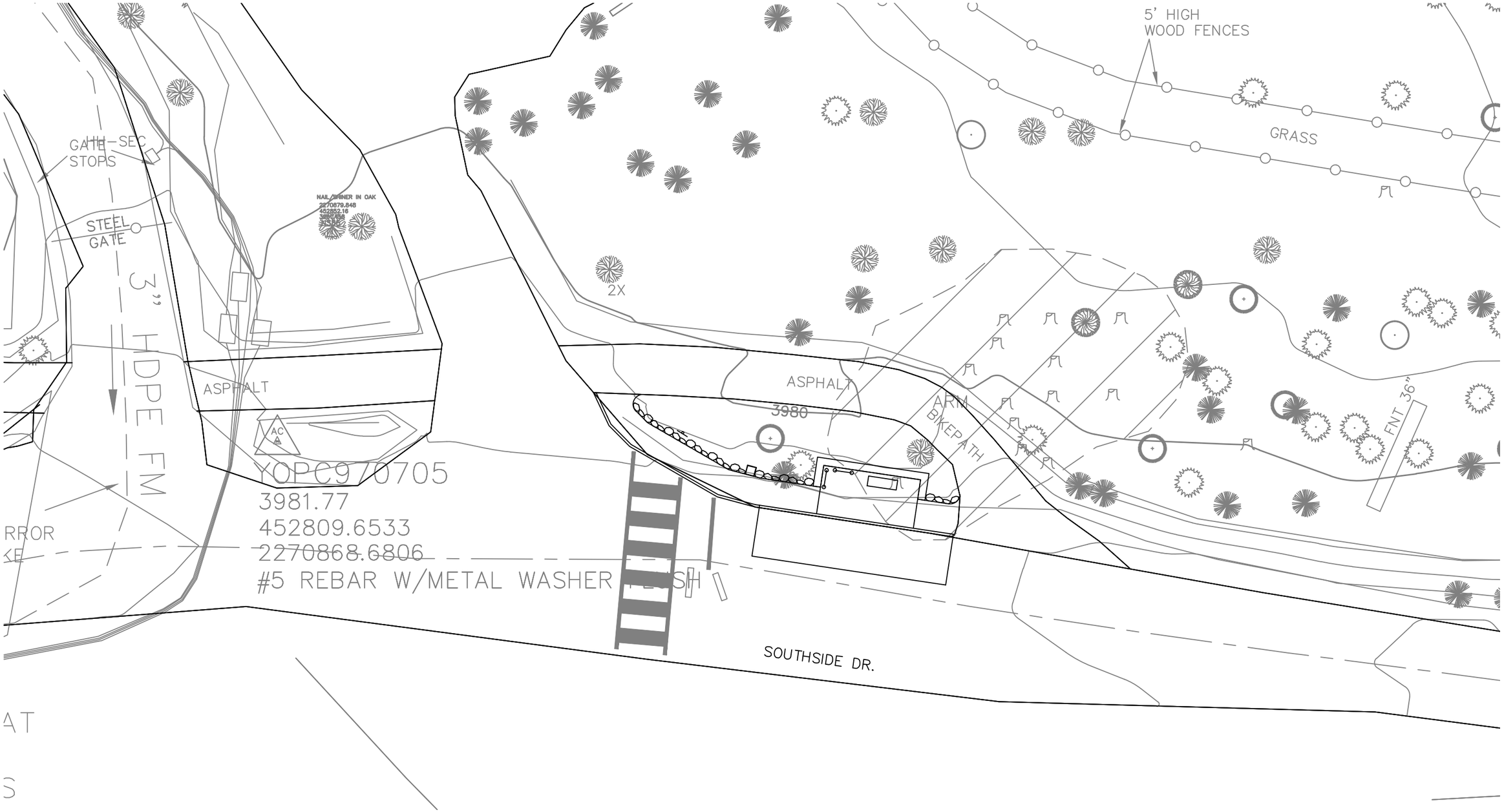
20 0 20 40
SCALE OF FEET
1" = 20'

PRELIMINARY DESIGN

NOT FOR CONSTRUCTION

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR SUBCONTRACTOR NAME CITY, STATE	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	C3.0	STOP 15 UTILITY PLAN YOSEMITE NATIONAL PARK BUS SHELTERS	PMIS/PKG NO. 179576 SHEET 9 OF 11

Kema 09/11/15 10:13am – P:\G\GSA\NAPS0018\04000AD\SHEETS\Utility_Shuttle-Stops_2014-04.dwg



PRELIMINARY DESIGN

CONSTRUCTION NOTES

NO UTILITY IMPROVEMENTS ANTICIPATED, THIS SHT.

20 0 20 40 1" = 20'
SCALE OF FEET

NOT FOR CONSTRUCTION

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	C3.1	STOP 18 UTILITY PLAN YOSEMITE NATIONAL PARK BUS SHELTERS	PMIS/PKG NO. 179576 SHEET 10 OF 11

Kema 08/11/15 10:16am – P:\GSAXNAPS0018\04000AD\SHEETS\Utility_Shuttle-Stops_2014-04.dwg

PRELIMINARY DESIGN

CONSTRUCTION NOTES

1. RE-INSTALL LIGHT POLE. EXTEND AND RELOCATE CONDUIT TO RE-INSTALLED LIGHT FIXTURE AT PLATFORM HEIGHT
2. RELOCATE AND RE-USE EXISTING ELECTRICAL VAULT OUTSIDE NEW WALL CONSTRUCTION
3. VERIFY LOCATION & DEPTH OF EXISTING UTILITIES TO CONFIRM NO CONFLICTS WITH PROPOSED CONSTRUCTION

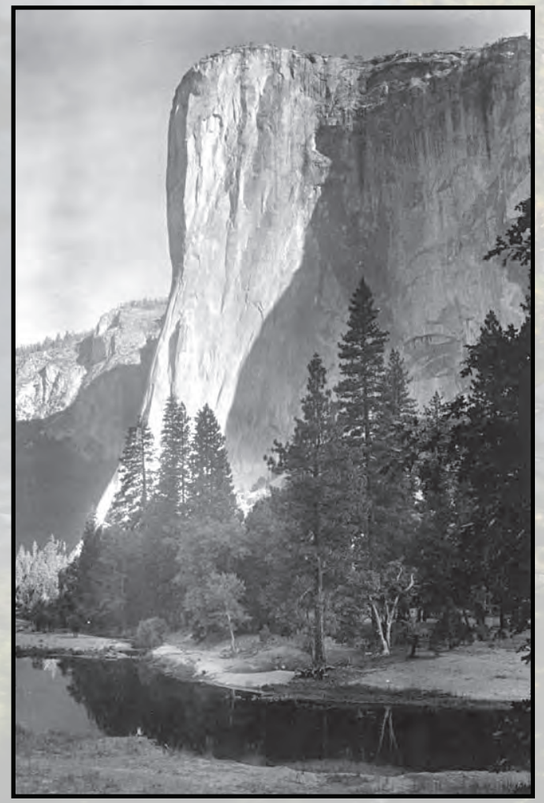
20 0 20 40
SCALE OF FEET
1" = 20'

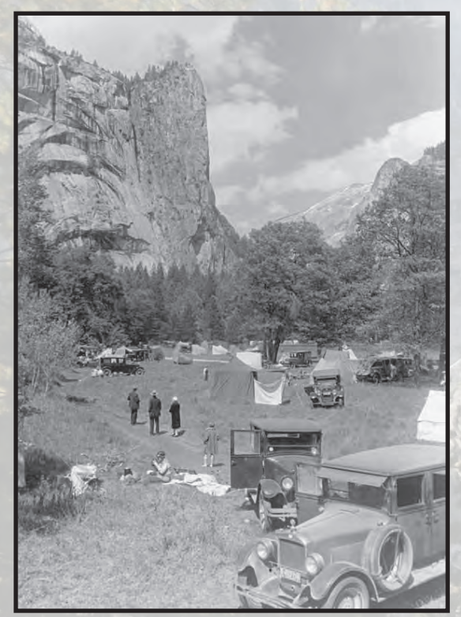
NOT FOR CONSTRUCTION

A/E FIRM	DESIGNED:	SUB SHEET NO.	TITLE OF SHEET	DRAWING NO.
PRIME: DAVID EVANS AND ASSOCIATES, INC. PORTLAND, OR	TAM CADD KEMA TECH. REVIEW: – DATE: 09/2015	C3.2	STOP 19 UTILITY PLAN YOSEMITE NATIONAL PARK BUS SHELTERS	PMIS/PKG NO. 179576 SHEET 11 OF 11

Kema 08/11/15 10:19am – P:\GSA\NAPS0018\04000AD\SHEETS\Utility_Shuttle-Stops_2014-04.dwg

January 2016
Task 8. Technical Memorandum



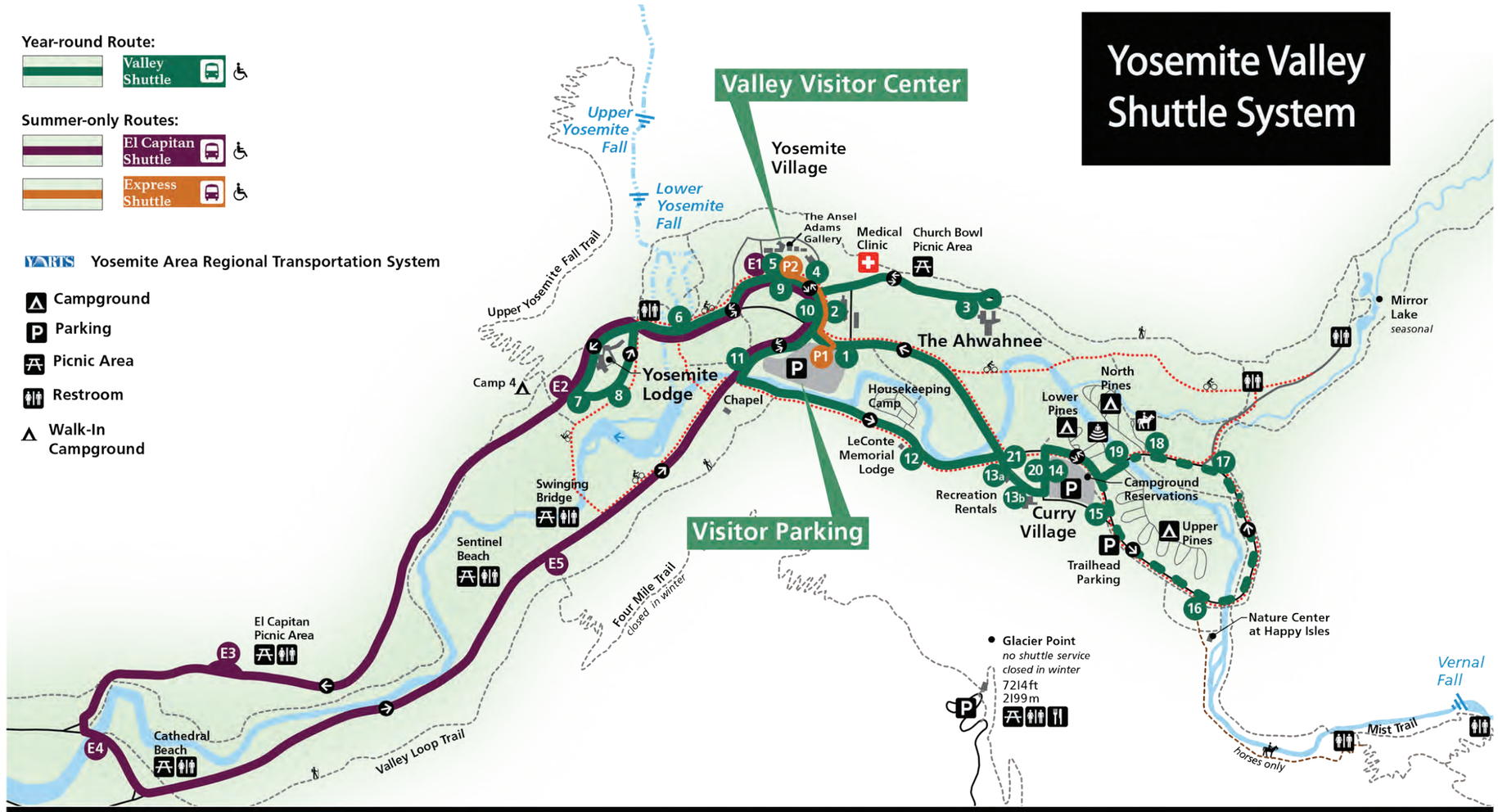


DAVID EVANS AND ASSOCIATES INC.

Yosemite National Park

Valley Shuttle Stops 14 and 20 Improvement Plan

Yosemite Valley Shuttle System



The Valley Visitor Shuttle operates from 7 am to 10 pm and serves stops in numerical order. Shuttles run daily every 10 to 20 minutes, depending on time of day.
The El Capitan Shuttle operates from 9 am to 6 pm. Shuttles run daily during summer every 30 minutes.
The Express Shuttle operates from 9 am to 6 pm. Shuttles run daily during summer every 20 minutes.

Stop #	Location
1	Visitor Parking
2 10	Yosemite Village
3 YARTS	The Ahwahnee
4	Degnan's Deli
5 9 E1 YARTS	Valley Visitor Center
6	Lower Yosemite Fall
7 E2	Camp 4
8 YARTS	Yosemite Lodge
11	Sentinel Bridge
12	LeConte / Housekeeping Camp
13a 21	Recreation Rentals
13b YARTS	Curry Village
14 20	Curry Village Parking
15	Upper Pines Campground
16	Happy Isles
17	Mirror Lake Trailhead
18	Stable
19	Pines Campgrounds
E3	El Capitan Picnic Area
E4	El Capitan Bridge
E5	Four Mile Trailhead

Introduction and Intent

The Yosemite Valley Free Shuttle Bus System (System) provides service to lodging facilities and attraction sites throughout Yosemite Valley. The System currently includes 22 bus stops. Approximately half of the stops were improved in East Yosemite Valley under a Phase I project that was initiated in 2003. Planning for Phase II was suspended by a U.S. District Court injunction that was issued in 2006. The remaining stops must be improved to address accessibility and public health, safety and welfare concerns. Additionally, System planning must be updated to comply with key land use and transportation decisions made under the Merced Wild and Scenic River Comprehensive Management Plan and Environmental Impact Statement (Merced River Plan) that was approved by the National Parks Service (NPS) in March, 2014.

Completion of the Merced River Plan allows the NPS to move forward with long-awaited improvements after two decades of litigation and prolonged planning. The Merced River Plan includes goals and objectives that generally address the restoration of natural resources and enhancements to existing visitor use and transportation system facilities. Funding from the Federal Lands Transportation Program and the Alternative Transportation Program provide opportunities for the NPS to more specifically plan the integration of free shuttle stops in day-use parking areas and to resume work that was previously delayed.

PROJECT PURPOSE

The purpose of this project is to evaluate the shuttle system stops located along Curry Village Drive in the context of the Merced River Plan and to provide site plan recommendations considering the distribution and efficiency of alternative transportation services provided to park visitors and employees. The project will also facilitate implementation of Phase II components. The scope of this project is generally summarized as follows:

- Perform preliminary transportation site planning for two existing bus stops in the East Yosemite Valley loop: Curry Village (eastbound) and Curry Village (westbound). Also, perform preliminary traffic circulation improvement planning for the intersection of Curry Village Drive and the entry drive for the Curry Village Parking lot.
- Tasks include site evaluation of existing conditions and preparation of preliminary site diagram improvement options. The work shall include pedestrian circulation enhancements, focused on making free shuttle stops in East Yosemite Valley more safe and accessible to park visitors.

DOCUMENT INTENT

The intent of this technical memorandum is to document the findings and impressions from the second design team site visit and evaluation that occurred on November 10 – 12, 2015. The design team of Todd Marcum, Brynn Reimann, and Brenda Ostrom met NPS Project Manager Jim Donovan on-site to review the NPS draft site improvements for the proposed shuttle stops relative to the existing site opportunities and constraints. This process resulted in some minor adjustments to the NPS proposed site improvements in order to take greater advantage of existing site opportunities. The proposed improvements resulting from the site visit evaluations are documented with this technical memorandum.

SHUTTLE STOP IMPROVEMENT SUMMARY

Curry Village shuttle stops #14 and #20 are used year round, have a high number of daily passenger boardings, and are therefore considered to require a level of attention and detail provided at comparable highly-used stops in Yosemite Village, such as those at the Visitor Center and Le Conte Memorial. In addition to the Curry Village shuttle stop improvements, proposed development will include pedestrian shuttle access improvements, which provide connections between the new shuttle stops 14 and 20 and adjacent parking locations, existing Curry Village facilities and lodging.

The specific amenities to be incorporated at stops #14 and #20, and the proposed improvements for traffic and pedestrian circulation at the Curry Village Parking Lot are outlined in the included graphic representation of the design options.

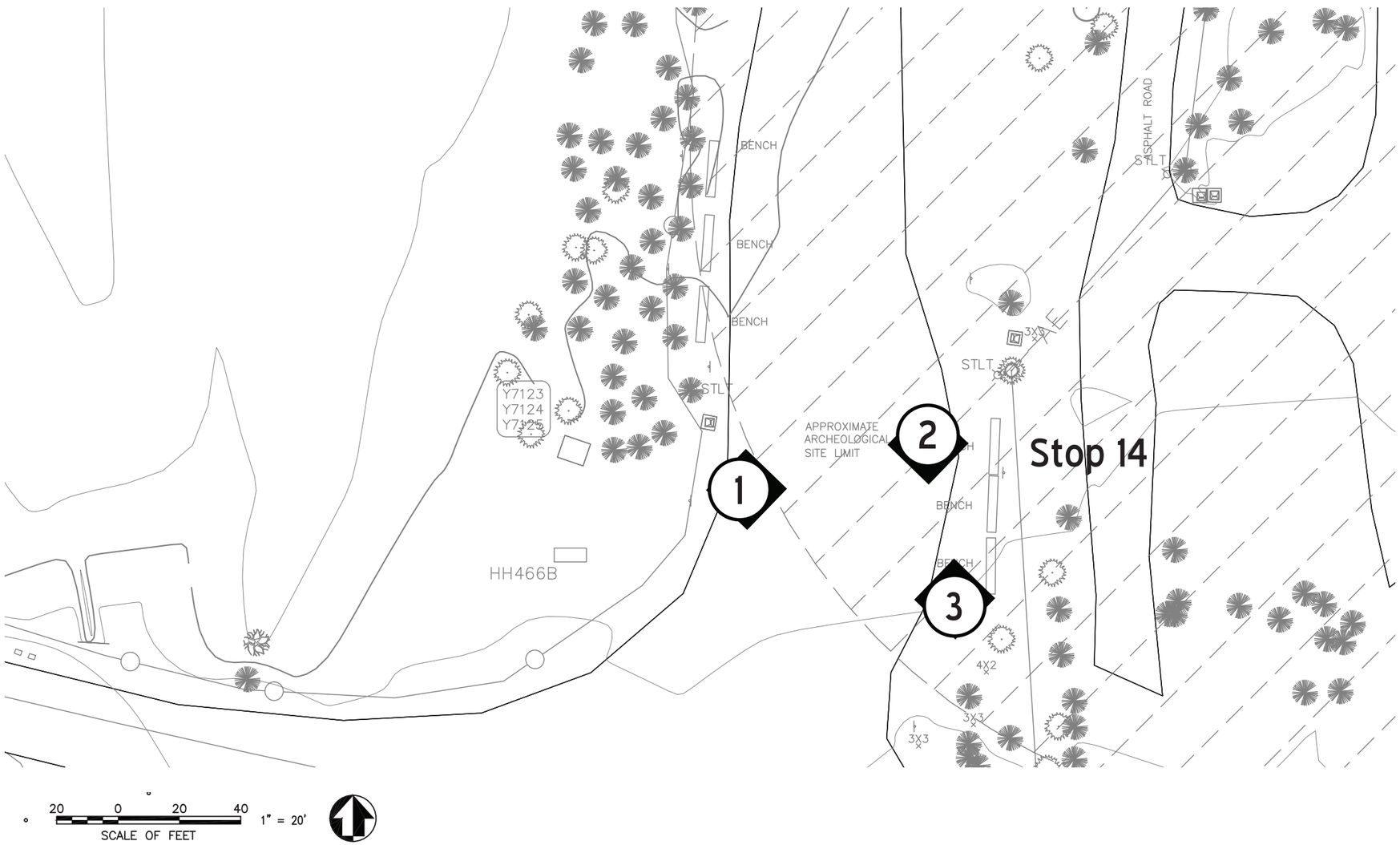
ASSUMED AMENITY FOUNDATION AREAS FOR PERMITTING

The sites proposed for improvements include amenities which will require some ground disturbance from their footings. The table below identifies the general maximum (i.e., worst-case) area of potential effect (APE), both horizontal and vertical, for the listed site amenities. More detail on this information will be provided for each stop's specific amenities under Task 4.

	Horizontal APE	Vertical APE
Bollards	1.8 sq ft	2'-6"
Fence posts	1.8 sq ft	2'-3"
Granite curb	10" wide; length varies	1'-10.5"
Benches	3.8 sq ft	2'-0"
Trash receptacle	10.5 sq ft	1'-2"
Utilities	Varies	Varies

Stop 14 Existing Features:

- *1 concrete bench, 2 wood benches*
- *1 bear-proof trash receptacle on concrete pad*
- *1 shuttle stop sign*
- *1 shuttle system sign*



Existing conditions at Stop 14, looking east

Existing conditions at Stop 14, looking south. A large parking lot serving Curry Village can be seen in the background.

Existing conditions at Stop 14

Stop 14 - *Existing Conditions*

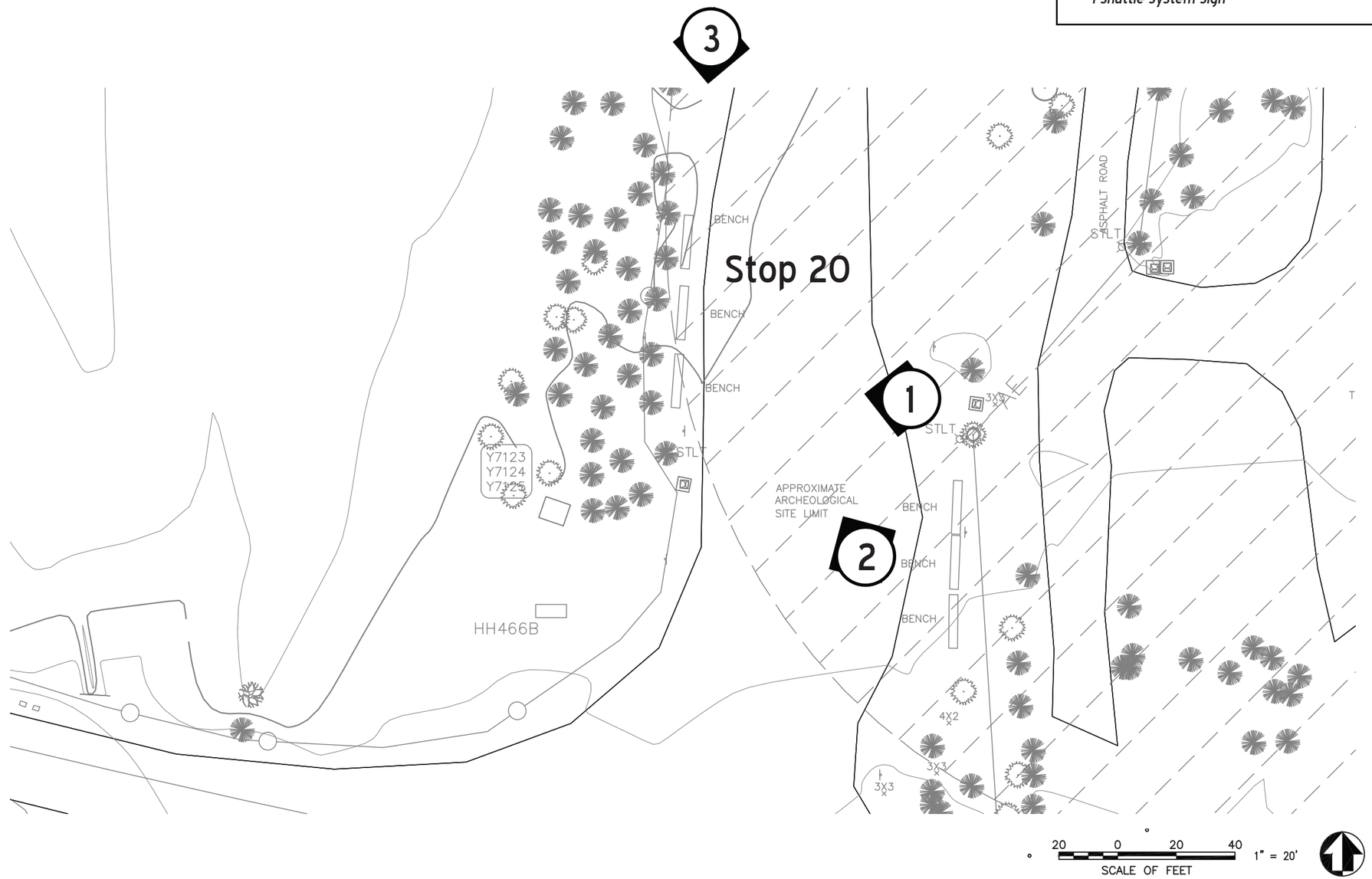
Existing conditions at Stop 20, as seen from Stop 14, across the road

A shuttle bus departs from existing Stop 20

Existing conditions at Stop 20, on the right. Existing Stop 14 can be seen across the road.

Stop 20 Existing Features:

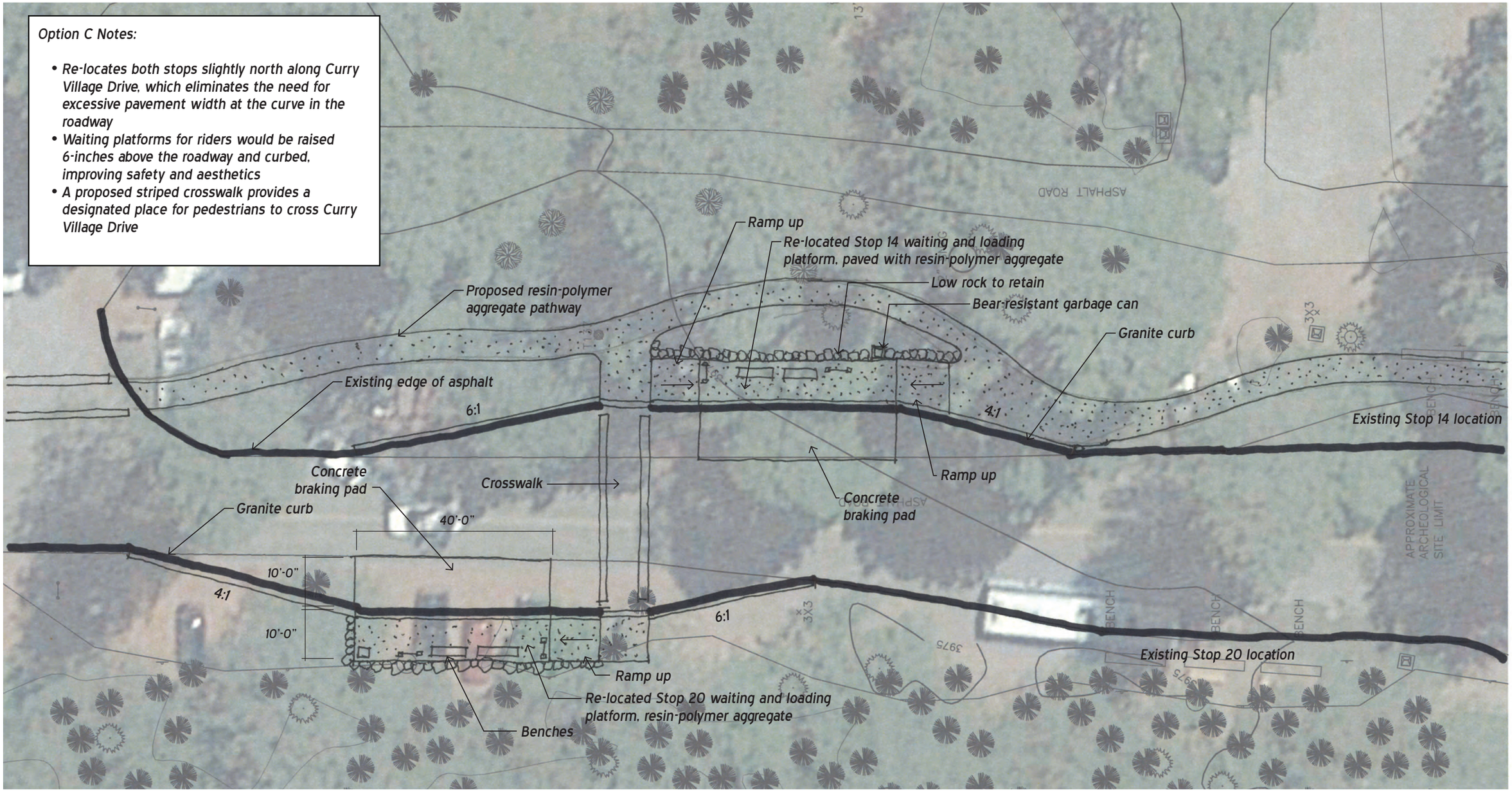
- *2 wood benches*
- *1 Bear-proof trash receptacle on concrete pad*
- *1 shuttle stop sign*
- *1 shuttle system sign*



Stop 20 - *Existing Conditions*

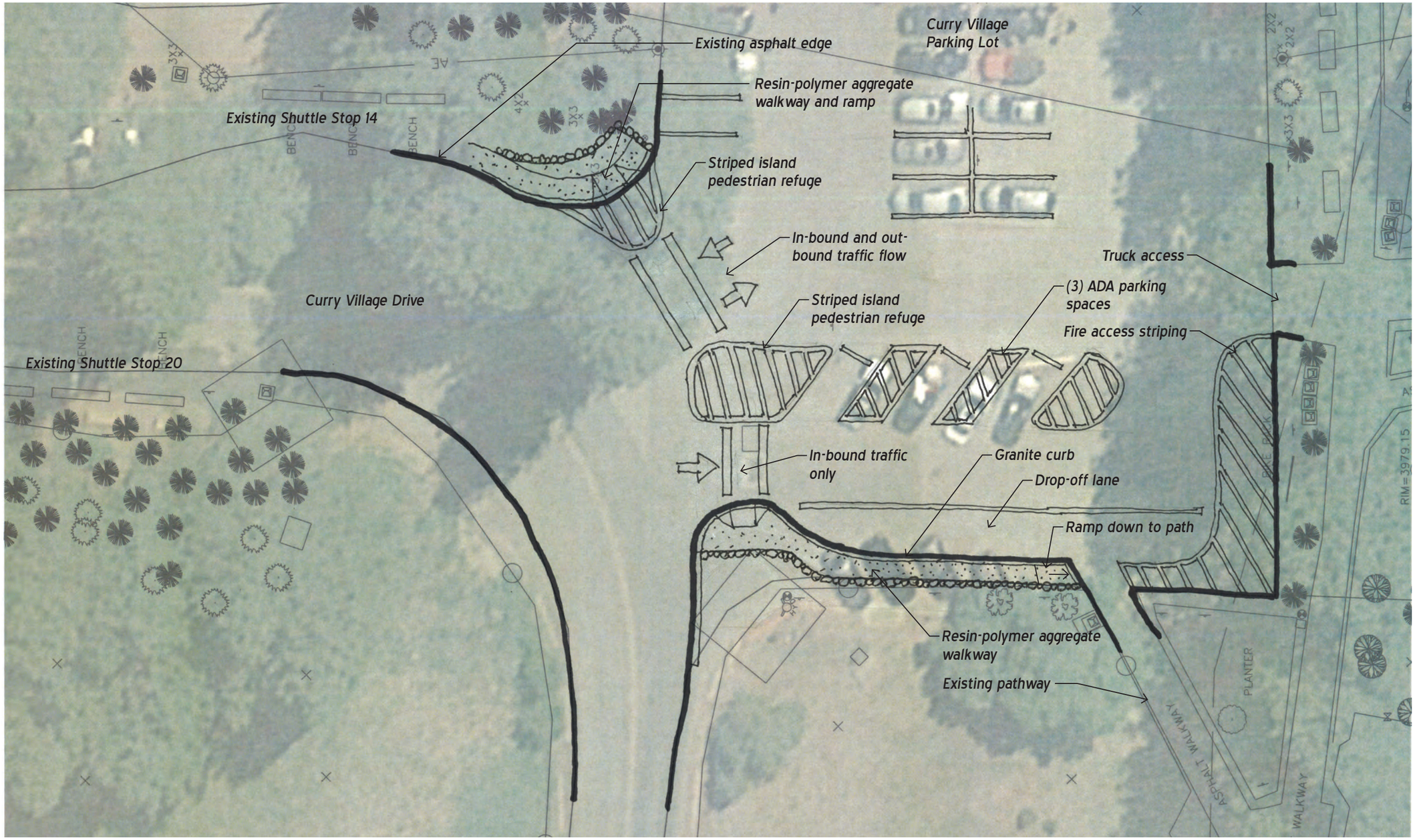
Option C Notes:

- *Re-locates both stops slightly north along Curry Village Drive, which eliminates the need for excessive pavement width at the curve in the roadway*
- *Waiting platforms for riders would be raised 6-inches above the roadway and curbed, improving safety and aesthetics*
- *A proposed striped crosswalk provides a designated place for pedestrians to cross Curry Village Drive*



20 0 20 40
SCALE OF FEET
1" = 20'

Stops 14 and 20 - *Reconfiguration Option C*



20 0 20 40
SCALE OF FEET
1" = 20'

Curry Village Drive Parking Layout - Design Option 1