

Yosemite Valley Public Scoping  
12/2//2009  
Yosemite Valley Auditorium

### *Comments/Questions*

- Is concession services plan subject to NEPA?
- How about extending existing contract until MRP is approved? So there won't be conflict of interest
- Concerns about Scenic Vista Management Plan – how far will it go? Will consideration be given to biology, forest succession, etc?
- Will transportation plan be part of this process or is it a separate plan? Explain relationship between transportation issues and river plan
- How will you take into account the 10,000s of comments submitted for YVP and MRP 1?
- Role of the court in planning process?
- Are you having specific meetings with FOYV and MERG – would that not be a good idea?
- User capacity – will it be the same process as before or will it change this time around?
- Protect the upper pines campground area near Happy Isles – archeological significance, other resources that should remain as is
- YVP called for a walk-in campground at that location, so the comment is important, seconded, reinforced
- Day use reservation system should be enacted. Also, construction of by-pass road encouraged at Yose Lodge
- Look at capacity of campgrounds – sites are too close together, not being allowed to regenerate
- Utilize EP/Foresta for intensification of visitor support – parking, staging areas

### *What do you want to see protected?*

- Air quality
- The camping and hiking opportunities
- Water quality of the Merced River
- The easy access to the Valley
- Protect Foresta from becoming a parking lot
- The adventure, feeling of being spontaneous, without control
- Restrict campfire

*What do you Love about the Merced River, Yosemite Valley, Wawona, El Portal, and/or Merced Lake High Sierra Camp?*

- Clarify source of financial support for YARTS – not funded through subsidies from hotels
- Have some meetings on weekends
- Experience today without any cars in the park!
- Love the shuttle bus (from Wawona)
- Very little exposure to information for visitors who aren't aware of what to expect when they get to Yosemite
- Rely on gateway communities to provide info and provide services
- We need to re-establish some campgrounds. Elimination of parking spaces must also be addressed. Day use parking is key
- Prior planning efforts not quantitative issues
- Scheduling of commercial operators. Tour buses can/should be contained
- Public access to research library
- Open the horse trail at Happy Isles to foot traffic
- Paving at John Muir Trail – improves visitor experience
- The way it is – don't change a thing
- Coffee with the Ranger in campground and Ranger talks – learning opportunities

#### *What needs to be Fixed?*

- Make clear the pathways around – not thru- to get to water, bathroom, campsite
- Signage reviewed to correct it e.g. Village Store to 4-way intersection, esp walking signs: truth the clarity by walking the route
- Better supervision of # of campers per site
- Restore junkyards “corporation yards” used by NPS, upper and lower river campgrounds, old gas station between Sugar pine Bridge and The Awahnee
- Day users cannot get info about park before they are in the park – what to expect, where to go besides the Valley, etc
- Why not open Badger in summer with shuttle to Glacier Pt to ease congestion at Glacier Pt?
- Consider “no burn” ie no campfire days in Valley
- Consider no campfires ever
- Restore upper and lower river campgrounds and design restoration with ecological principles as primary factor
- Restore scenic views at scenic view pullouts by cutting down the trees
- Do scenic restoration tree cutting sparingly
- Vehicles stay parked at campsites. Transportation while in Valley by alternate means. Private vehicles for arrival/departure trips only
- Eliminate road corridor parking/pullouts
- Confine human impact where we are impacting eg at Lodge: get same # of rooms but over smaller footprint. Confine not spread out areas of impact
- Any plan should result in less or equal impacted areas
- No tradeoffs of rehab one area so you can impact another

- Traffic jams
- Day use automobile congestion
- Base of cliffs regenerated/restricted where climbers access
- Restrict rock access in same manner (spirit) that backcountry is restricted
- Restore native fauna in the areas climbers frequently access
- Can't see big trees grove without long hike at elevation unless you are handicapped (tram tour \$26 each)
- Add shuttle bus to trees so you don't have to pay tour price or extend free shuttle
- Expand shuttles to more places in park – not just Valley
- Emphasize making park available to all economic classes
- Reduce visitor costs
- Increase web interactivity during planning process
- Find balance to construction projects that makes sense. Help protect resource
- YF trail maintenance has done a lot to reduce impacts
- YF needs to be more transparent, concessioner too
- Yosemite Guide needs more emphasis at entrance stations
- Like 2 lanes at entrance stations
- Next time concession contract comes up there should be public input to prices and providing opportunities for enjoyment
- DNC has done a better job
- Operations excludes lots of people (pricing)
- Valley campgrounds should be run like Tuolumne – half reserved, half first-come, first-served
- YARTS not answer to get people in and out of Valley (camping, gear). For day use could be okay or overnight with a couple of suitcases
- How will renewal of concession services plan synchronize with this process?

*What would you like to see kept the same?*

- The NPS should be more in the preservation business and less in the construction business; divorce the Yosemite Fund – taints park's focus
- Keep the trail system the same – no more asphalt. Keep education going about impacts of social trails. Provide access guide to climbers