

# Yosemite National Park

MERCED RIVER PLAN...PROVIDING ACCESS AND PROTECTING RESOURCES

National Park Service  
U.S. Department of the Interior

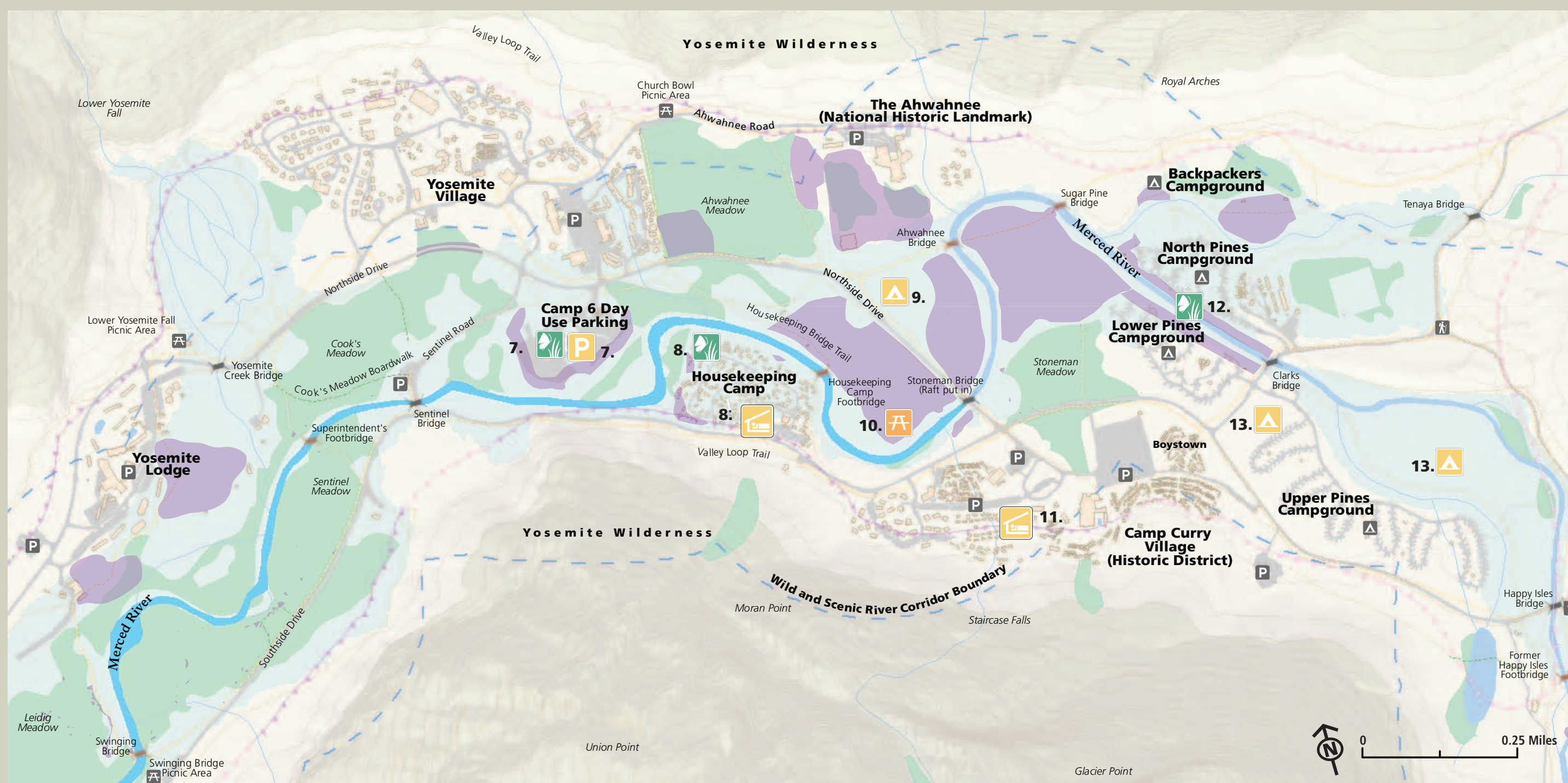


## CONCEPT 4: ENHANCED VISITOR EXPERIENCES AND ESSENTIAL RIVERBANK RESTORATION

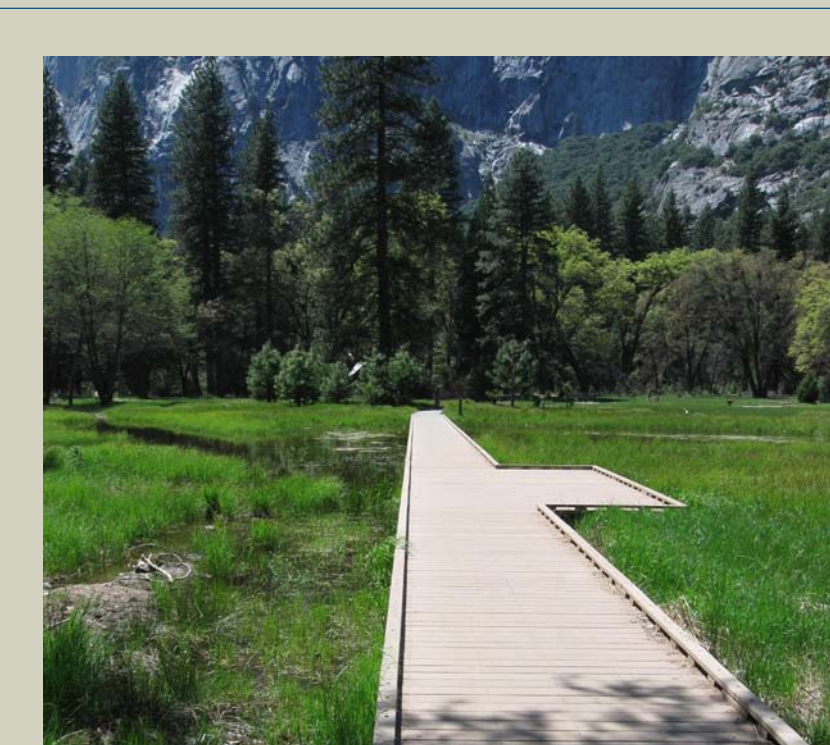
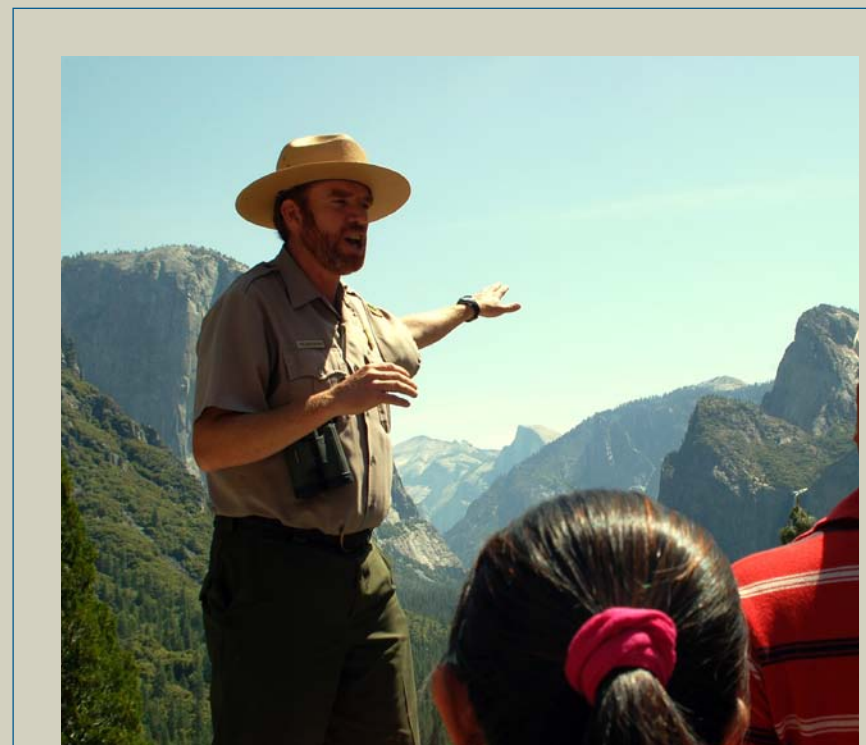
### RIVER VALUES AND ENHANCEMENT

Essential restoration within 100 feet of the river

- Preserve exceptional water quality throughout the river corridor
- Strategically remove two bridges to improve free-flowing conditions
- Restore 201 acres to natural conditions within the river corridor
- Remove campsites, informal trails, and non-essential roads from culturally sensitive areas



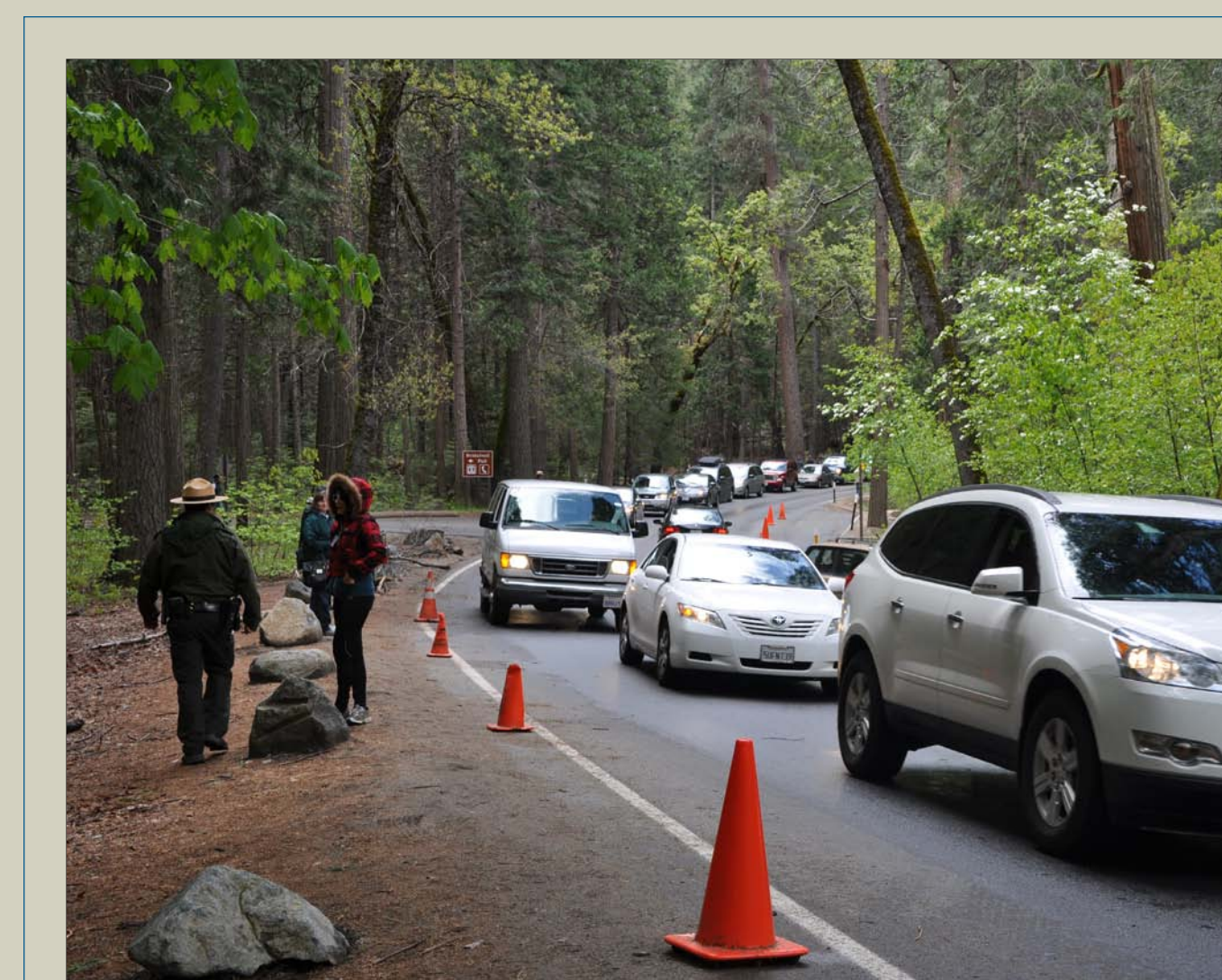
Improved riparian, meadow, and woodland conditions would provide habitat for a variety of wildlife, including bobcats, coyotes, mule deer, monarch butterflies, and various amphibians.



### PUBLIC ACCESS AND USER CAPACITY

Accommodates current peak use levels of today

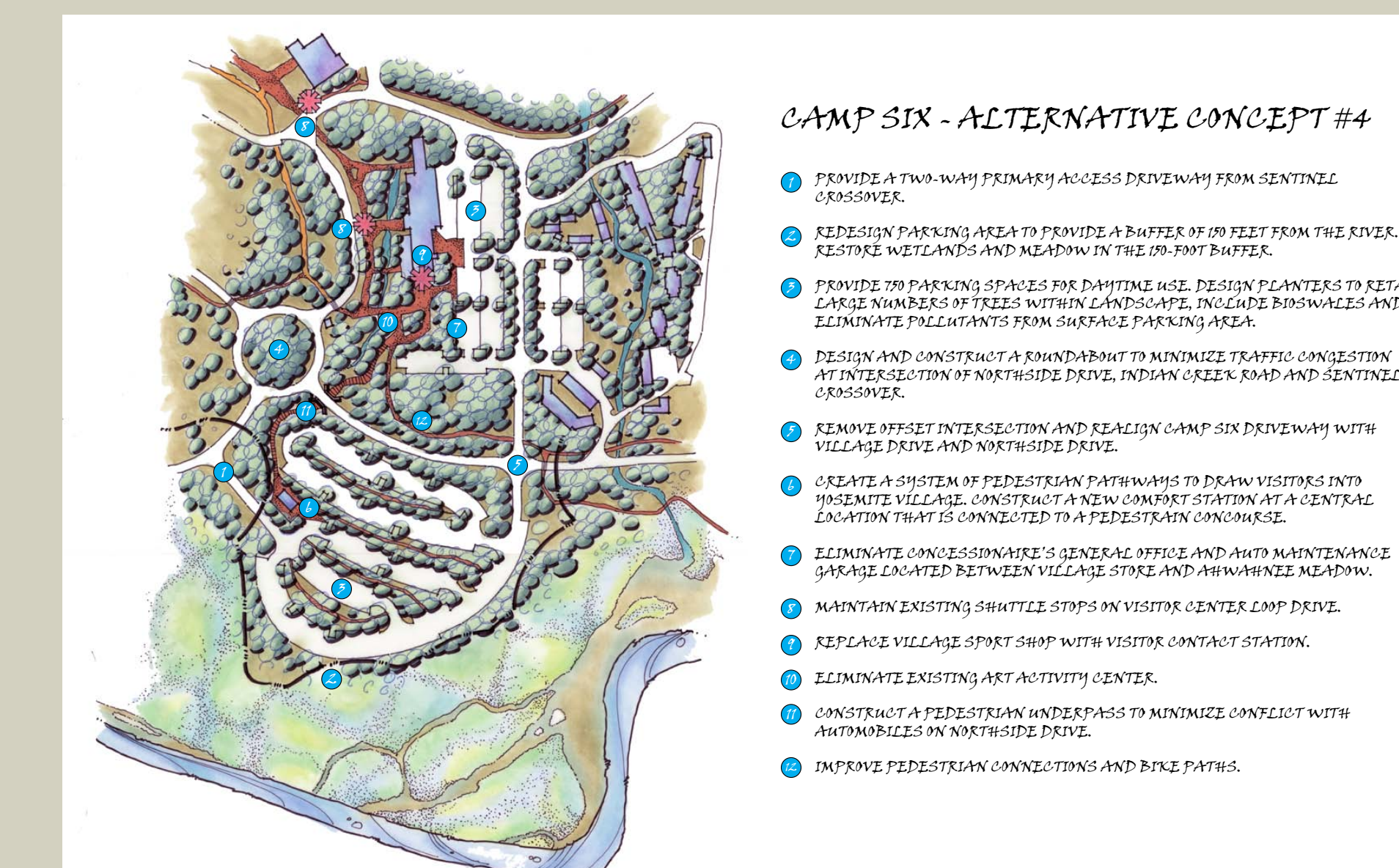
- Yosemite Valley Peak Daily Visitation: 20,500 people (Same as Current Conditions)
  - ❖ Day-use Peak Visitation: ~14,100 people (3% decrease)
  - ❖ Overnight Peak Visitation: ~6,400 people (8% increase)
- Management tools
  - ❖ Re-design parking, trails, and viewing areas
  - ❖ Collect transportation fee at entrance stations
  - ❖ Establish overflow parking at West Valley and El Portal
  - ❖ Use Intelligent Transportation Systems to inform visitors of real-time traffic conditions
- Eliminate commercial raft rentals and allow privately owned boats on stretches of the river within all segments. Designate formal river access sites and redirect use to more stable river access points.



### LAND USE

Reduced commercial services with moderate increase in camping

- Reduce or eliminate commercial services, such as:
  - ❖ Unnecessary or duplicative retail
  - ❖ Commercial horseback rides in Yosemite Valley
  - ❖ Curry Village ice rink
  - ❖ Raft and bike rentals
- Parking capacities for day and overnight visitors, residents, and administrative personnel
  - ❖ Yosemite Valley Parking: ~5,900 spaces (7% increase)
  - ❖ Wawona Parking: ~670 spaces (6% decrease)
  - ❖ El Portal Parking: 1,600 spaces (19% increase)
- Campsites relocated from sensitive areas to more resilient locations
  - ❖ Yosemite Valley Camping: ~580 sites (25% increase)
  - ❖ Wawona Camping: ~80 sites (19% decrease)



CAMP SIX - ALTERNATIVE CONCEPT #4

1. PROVIDE A TWO-WAY PRIMARY ACCESS DRIVEWAY FROM SENTINEL CROSSOVER.
2. REDUCE PARKING AREA TO PROVIDE A BUFFER OF 100 FEET FROM THE RIVER. RESTORE MEADOWS AND MEADOWS IN THE 100' BUFFER.
3. PROVIDE 700 PARKING SPACES FOR DAYTIME USE. DESIGN PLANTERS TO RETAIN LARGE NUMBERS OF TREES WITHIN LANDSCAPE. INCLUDE BUSHWALES AND ELIMINATE PRELIMINARY FROM SURFACE PARKING AREA.
4. DESIGN AND CONSTRUCT A RAMP/BRIDGE TO MINIMIZE TRAFFIC CONGESTION AT INTERSECTION OF NORTHSIDE DRIVE, INDIAN GREEN ROAD AND SENTINEL CROSSOVER.
5. REMOVE OFFSET INTERSECTION AND REALIGN CAMP SIX DRIVEWAY WITH VILLAGE DRIVE AND NORTHSIDE DRIVE.
6. CREATE A SYSTEM OF PEDESTRIAN PATHWAYS TO DRAW VISITORS INTO WASHAUTE VILLAGE. CONSTRUCT A NEW COMFORT STOPPING AT A CENTRAL LOCATION THAT IS CONNECTED TO A PEDESTRIAN CONCOURSE.
7. ELIMINATE CONCESSION WAIR'S GENERAL OFFICE AND AUTO MAINTENANCE DAMAGE LOCATED BETWEEN VILLAGE STREET AND AHWAHNEE MEADOWS.
8. MAINTAIN EXISTING SHUTTLE STOPS ON VISITOR CENTER LAMP DRIVE.
9. REPLACE VILLAGE SPORT SHOP WITH VISITOR CONTACT STATION.
10. ELIMINATE EXISTING ART ACTIVITY CENTER.
11. CONSTRUCT A PEDESTRIAN UNDERPASS TO MINIMIZE CONTACT WITH AUTOMOBILES ON NORTHSIDE DRIVE.
12. IMPROVE PEDESTRIAN CONNECTIONS AND BIKE PATHS.

Preliminary design for day-use parking area at Camp 6