

**MINUTES**  
**Joint Meeting**  
**Carson City Open Space Advisory Committee (OSAC)**  
**Carson City Parks and Recreation Commission (PRC)**  
**Monday, June 15, 2020 • 5:30 PM**  
**Community Center Sierra Room**  
**851 East William Street, Carson City, Nevada**

**OSAC Members**

**Chair – Bruce Scott**

**Member – Margie Evans**

**Member – Donna Inversin**

**Member – JoAnne Michael**

**Vice Chair – Alan Welch**

**Member – Jeremy Hall**

**Member – Gerald Massad**

**PRC Members**

**Chair – Lee-Ann Keever**

**Commissioner – Lori Bagwell**

**Commissioner – Lea Cartwright**

**Commissioner – Janice Caldwell**

**Vice Chair – Kurt Meyer**

**Commissioner – Stacie Wilke-McCulloch**

**Commissioner – Dave Whitefield**

**Staff**

Jennifer Budge, Parks and Recreation Department Director

Lyndsey Boyer, Open Space Manager

Gregg Berggren, Trail Coordinator

Mihaela Neagos, Deputy District Attorney

Danielle Howard, Public Meetings Clerk

**NOTE:** A recording of these proceedings, the board's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are on file in the Clerk-Recorder's Office, and are available for review during regular business hours.

An audio recording of this meeting is available on [www.CarsonCity.org/minutes](http://www.CarsonCity.org/minutes).

**CALL TO ORDER**

(5:30:10) – OSAC Chairperson Scott called the meeting to order at 5:30 p.m.

**ROLL CALL AND DETERMINATION OF QUORUM**

(5:30:41) – Roll was called, and a quorum was present.

<b>OSAC Attendee Name</b>	<b>Status</b>	<b>Arrived</b>
Chairperson Bruce Scott	Present	
Vice Chairperson Alan Welch	Present	
Member Margie Evans	Present via WebEx	
Member Jeremy Hall	Present via WebEx	
Member Donna Inversin	Present via WebEx	
Member Gerald Massad	Present via WebEx	
Member JoAnne Michael	Present via WebEx	

PRC Attendee Name	Status	Arrived
Chairperson Lee-Ann Keever	Present	
Vice Chairperson Kurt Meyer	Present via WebEx	
Commissioner Lori Bagwell	Present	
Commissioner Stacie Wilke-McCulloch	Present via WebEx	
Commissioner Lea Cartwright	Present via WebEx	
Commissioner Dave Whitefield	Present via WebEx	
Commissioner Janice Caldwell	Present via WebEx	

## PUBLIC COMMENTS

(5:32:05) – OSAC Chairperson Scott entertained public comments and indicated that the written public comments would be addressed during the appropriate Agenda items.

### **1. FOR POSSIBLE ACTION ON APPROVAL OF MINUTES: PARKS AND RECREATION COMMISSION MEETING OF FEBRUARY 4, 2020.**

(5:35:38) – OSAC Chairperson Scott introduced the item, and PRC Chairperson Keever entertained comments, corrections, and/or a motion.

**(5:36:10) – MOTION: Commissioner Bagwell moved to approve the minutes of February 4, 2020 as presented. Chairperson Keever seconded the motion. Motion carried 7-0-0.**

### **2. MODIFICATIONS TO THE AGENDA**

(5:37:15) – Ms. Budge noted that there were no modifications to the Agenda.

### **3. MEETING ITEMS**

#### **A. FOR DISCUSSION ONLY: REVIEW AND DISCUSSION REGARDING THE UPDATED 70% CONCEPTUAL DESIGN PLANS FOR THE PROPOSED WATERFALL TRAILHEAD PARKING AREA.**

(5:37:30) – OSAC Chairperson Scott introduced the item. Mr. Berggren presented the Staff Report and accompanying documents, all of which are incorporated into the record. Transportation/Traffic Engineer Chris Martinovich provided a description of the road portion of the project, and he, Mr. Berggren, and Ms. Budge responded to clarifying questions.

(5:54:34) – PRC Chairperson Keever entertained Commissioner comments. Commissioner Bagwell was informed that the number of trailer parking spots was based on the number of vehicles that were existing at the trailhead parking area at the time and other comparable parking areas in the area.

(6:04:47) – PRC Chairperson Keever appreciated the work put into the trailhead parking area due to how chaotic the area had gotten, and she believed that assistance should be provided to residents when needed concerning residents' properties. She also asked if solar gates could be an option and if narrowing the road would hinder emergency vehicle access. Mr. Berggren noted that PRC Chairperson Keever's points would need to be considered by Staff.

(6:06:27) – Based on a resident’s concern regarding speeding on the road, Commissioner Whitefield inquired about consideration for a radar speed sign similar to those used in school zones and echoed PRC Chairperson Keever’s concern regarding having enough room on the road for emergency vehicles as well as for horse trailers.

(6:08:13) – OSAC Chairperson Scott entertained Member comments. Member Evans was in favor of making the area a one-way to improve the flow of traffic. Member Inversin agreed with Member Evans’s comment, and she was not in favor of reducing the number of parking stalls.

(6:11:02) – Member Hall proposed considering overflow parking “up the road” and away from the residences to reduce the number of parking stalls in the parking area in order to mitigate residents’ concerns. He also suggested relocating the trailhead further up the road and having one trailer parking stall instead of two, but he was not in favor of the restroom.

(6:16:13) – In response to OSAC Chairperson Scott’s question, Mr. Martinovich stated that the driveway improvements will require some temporary permissions to enter properties, which will require a surveyor to map out the property lines and get agreements in place with the affected property owners, although the roadway itself is within the existing right-of-way. Senior Transportation Planner Dirk Goering added that there were a few outstanding right-of-way issues that needed to be resolved. Responding to OSAC Chairperson Scott, Carson City Floodplain Manager and Senior Project Manager Robb Fellows noted that the lower Creek crossing was “sized for a 10-year event”; therefore, he believed it was adequate based on the past flood events of 1986, 1997, and 2005.

(6:18:57) – In response to PRC Chairperson Keever’s question, Ms. Budge stated that the United States Forest Service (USFS) was adamant about the restroom, and, relating to Member Hall’s suggestion, she added that Staff could discuss with the USFS the possibility of additional parking in the future.

## PUBLIC COMMENT

(6:20:49) – OSAC Chairperson Scott entertained public comments. **Please see the attached public comments from Muscle Powered President Chelsea Kincheloe; Ernie Walsh; Garry Vance and Jerry Vance; Kelly Clark; Ken Stokes and Kristin Stokes; Scott Kulla, Charles Clemmensen, and Tom Gibbons; Muscle Powered Board Member Peter Doenges and Vicki Doenges; and Vicki Presten, labeled “Exhibit B” through “Exhibit K” and “Exhibit M.”**

(6:21:32) – Scott Kulla introduced himself as a resident of the Kings Canyon area and was concerned about the potential problems related to having a wider road above the road from Carson City to the Lower Creek crossing. He inquired whether a traffic parking study had been done and believed that the number of vehicles recorded parking in the area was inaccurate. Mr. Kulla was concerned about increasing demand to the Waterfall and requested consideration for the parking lot to be moved further south and to maintain the original cul-de-sac as a turnaround for emergency vehicles, as he pointed out that moving the parking lot further south would position it closer to the beginning of the trailhead as well as address the concern with the Stokes’s property. He was appreciative of Staff listening to the public and encouraged more engagement with the public.

(6:26:44) – Ernie Walsh introduced himself as a resident of the Kings Canyon area and was in favor of the 26-foot wide roadway. He stated that keeping the roadbed itself larger would allow approximately six feet for the bicycle lane as well as for travel up the road for hikers and equestrians without a paved surface. Mr. Walsh was not in favor of the restroom and suggested installing a unisex restroom instead. He also proposed implementing “No Parking”

signs 500 feet below the parking area to get cars out of the immediate area of Stokes's and Mr. Walsh's properties and enforcing the signs with parking tickets.

(6:30:58) – Charles Clemmensen introduced himself as a resident around the Kings Canyon area and stated that he and other residents “look forward to sharing the asset that [they] have.” He believed in increasing the safety of the access roads and trailhead and in minimizing impacts to the natural resources. He suggested expanding public access by putting the trailhead on the bus schedule for the Jump Around Carson (JAC) transit rather than adding more parking stalls.

(6:41:51) – Juan Guzman introduced himself as the Vice President of Muscle Powered and emphasized the importance of access. He believed that 30 parking stalls would be adequate, and he was in favor of the parking area design containing a restroom along with the effort to move the restroom away from the residences.

(6:46:32) – Ken Stokes introduced himself as a resident on Kings Canyon Road and stated that his quality of life in the Kings Canyon area has been substantially impacted in contrast to the “fairly tranquil” area it was before. He believed that situations regarding Kings Canyon visitors needed to be addressed, including trash and drug paraphernalia being left around the properties and trailhead. He requested that the entrance of his driveway be moved to as far away from the parking area as possible, preferably closer to the creek. Mr. Stokes was concerned about overshooting the budget and was in favor of the 26-foot wide road.

(6:52:45) – Miya MacKenzie introduced herself as a resident of the Kings Canyon area and agreed with points made by Mr. Stokes, Mr. Walsh, and Mr. Clemmensen, including how dangerous the Lower Creek crossing is due to the steep, narrowing incline. She believed that there needs to be significant interest in making the area of the road between the Lower Creek crossing and Longview Way safer. She pointed out that the road improvements are focusing on bicyclists when many hikers do not want to use the pavement, and it is dangerous for people with horses to use the small strip of dirt to ride a horse up the road. Ms. MacKenzie stated that the lack of available parking for horse trailers due to the traffic has deterred people with horses from using the trail.

(6:56:40) – PRC Chairperson Keever entertained Commissioner discussion. In response to Vice Chairperson Meyer’s question, Mr. Martinovich stated that Staff could discuss additional safety options with Central Federal Lands Highway Division. Ms. Budge also stated that, while the USFS was adamant about a two-unit restroom based on observations of the trailhead as well as other trailheads, Staff could follow up with the USFS to see if a one-unit restroom would be acceptable.

(7:03:09) – OSAC Chairperson Scott entertained Member discussion. He was in favor of the proposed larger parking area and believed that the situation created would be one that is controllable and enforceable contrary to that of a smaller parking area. He noted that Park Rangers could be available to do what the Deputy Sheriffs are unable to do unless they are called. OSAC Chairperson Scott pointed out that the restroom would essentially be the same building whether it has two units or one unit and that narrowing the road may make the road more dangerous for bicyclists and pedestrians.

(7:09:23) – Ms. Boyer mentioned that Staff has discussed implementing mitigating tactics for reducing erosion at the Waterfall. This item required no action.

**B. FOR DISCUSSION AND POSSIBLE ACTION: DISCUSSION AND POSSIBLE RECOMMENDATION TO THE BOARD OF SUPERVISORS APPROVAL OF THE DRAFT PRISON HILL RECREATION AREA MASTER PLAN.**

(7:12:57) – OSAC Chairperson Scott introduced the item. Mr. Berggren presented a PowerPoint Slide Show, which is incorporated into the record along with accompanying documents.

(7:39:16) – OSAC Chairperson Scott entertained Member comments and questions, and Mr. Berggren responded to clarifying questions. Member Massad commended Mr. Berggren's presentation and recommended signage at access points.

(7:49:46) – PRC Chairperson Keever entertained Commissioner comments and questions. Commissioner Wilke-McCulloch echoed Member Massad's recommendation and commented on how it is difficult to tell where the property lines are in the Prison Hill area. Mr. Berggren stated that the plan was to add designation for the off-highway vehicle (OHV) and non-OHV areas as well as implementing new trails, signage, fencing, and water management facilities after completing Section 106 cultural clearances [of the National Historic Preservation Act (NHPA)]. Ms. Boyer added that Staff had been working on getting the south end of Prison Hill cleared in regards to completing Section 106 while the west side of Prison Hill would be the next priority area.

(7:53:46) – Member Hall noted that, in the interest of transparency and to avoid any conflicts of interests, he would abstain from voting because he works for a for-profit consulting engineering planning and environmental company that had been conducting Section 106 compliance for the OHV area.

(7:54:12) – OSAC Chairperson Scott entertained public comments. **Please see the attached public comments from Cullen Shiffrin and Pine Nut Mountain Association President Jon Allen, labeled "Exhibit A" and "Exhibit L."**

**(7:54:38) – MOTION: OSAC Vice Chairperson Welch moved to recommend to the Board of Supervisors approval of the draft Prison Hill Recreation Area Master Plan. Member Massad seconded the motion. OSAC Chairperson Scott entertained further discussion and, when none were forthcoming, called for a vote. Motion carried 6-0-1 with Member Hall abstaining.**

**C. FOR POSSIBLE ACTION: TO APPROVE THE ANNUAL REPORT FOR CALENDAR YEAR 2019 REGARDING ACTIVITIES OF THE OPEN SPACE DIVISION TO BE SUBMITTED TO THE BOARD OF SUPERVISORS.**

(7:56:10) – OSAC Chairperson Scott introduced the item. Ms. Boyer presented the report, which is incorporated into the record along with the Staff Report.

(8:07:46) – OSAC Chairperson Scott entertained Member comments and questions, and Ms. Boyer responded to clarifying questions. Member Evans thanked Staff that had worked on the report and wished for the report to get a wider audience in order to show what Open Space funding is doing for the City.

(8:10:50) – OSAC Chairperson Scott entertained public comments and, when none were forthcoming, a motion.

(8:11:08) – MOTION: OSAC Vice Chairperson Welch moved to approve the 2019 annual report of activities of the Open Space Division to be submitted to the Board of Supervisors. Member Massad seconded the motion. Motion carried 7-0-0.

**D. FOR DISCUSSION ONLY: REVIEW AND DISCUSSION REGARDING THE CARSON CITY BEE CITY USA #76 ANNUAL REPORT FOR CALENDAR YEAR 2019.**

(8:12:33) – OSAC Chairperson Scott introduced the item. Ms. Boyer presented the Staff Report and the Carson City Bee City USA #76 Annual Report for Calendar Year 2019, both of which are incorporated into the record.

(8:19:25) – OSAC Chairperson Scott entertained Member comments and questions, and Ms. Boyer responded to clarifying questions. OSAC Chairperson Scott entertained public comments; however, none were forthcoming.

**E. FOR DISCUSSION ONLY: DISCUSSION REGARDING POSSIBLE SCHEDULING OF A JULY PARKS AND RECREATION COMMISSION MEETING TO DISCUSS DRAFT FEE SCHEDULE AND OUTSTANDING ITEMS DUE TO CANCELLATION OF THE APRIL MEETING.**

(8:21:06) – PRC Chairperson Keever introduced the item. Commissioner Bagwell believed that the item concerning “the dog use for the leashes” could be best discussed during the joint meeting with OSAC while the regular PRC meeting for August 18, 2020 could pertain to items concerning disk golf and the draft Fee Schedule. Commissioner Meyer and PRC Chairperson Keever agreed with Commissioner Bagwell’s comment. PRC Chairperson Keever entertained public comments; however, none were forthcoming.

**4. STAFF UPDATES - DISCUSSION ONLY**

**A. DIRECTOR’S REPORT: UPDATE ON DEPARTMENTAL IMPACTS RELATED TO COVID-19 INCLUDING BUDGET PLANNING, PROGRAMMING, PROJECTS, FACILITY OPERATIONS, AND STAFFING; CITYWIDE HIRING FREEZE AND STATUS OF RECRUITMENT FOR VACANT POSITIONS; FEDERAL LAND BILLS; AND BOARD OF SUPERVISOR’S ACTION ITEMS.**

(8:25:01) – Ms. Budge presented her report, which is incorporated into the record.

(8:35:33) – OSAC Chairperson Scott entertained Member and Commissioner comments and questions. In response to Commissioner Bagwell’s inquiry, Ms. Budge stated that the playgrounds would most likely be one of the last areas to be reopened to the public, as “high-touch” areas, in compliance with the guidance from Nevada Governor Steve Sisolak and the Centers for Disease Control and Prevention (CDC). Chairperson Scott entertained further Member comments and questions as well as public comments; however, none were forthcoming.

**5. MEMBERS’ ANNOUNCEMENTS AND REQUESTS FOR INFORMATION**

(8:37:57) – OSAC Chairperson Scott introduced the item. PRC Chairperson Keever mentioned that the regulars of Sonoma Park were appreciative of the Parks and Recreation Department Staff’s efforts put into maintaining the park. She also asked on behalf of the regulars what fertilizer Staff uses at the park and if it is available for purchase, and the regular visitors requested if the morning watering at Sonoma Park could be done earlier so the lawn would have started to dry by 7:00 a.m. Ms. Budge commented that Park Maintenance has been able to accomplish so

much despite having had no inmate help, which is the equivalent to 20 full-time staff members at a time as well as having some Staff who were on light duty.

(8:39:52) – OSAC Chairperson Scott announced that Horse Creek Ranch has a new owner as of June 1, 2020, and Michael Fagan has been working closely with Staff on the transition. He informed that an application has been made for water rights temporarily with Buzzy's Ranch, with the temporary water rights made the previous year expiring in early July 2020. OSAC Chairperson Scott also thanked the Parks and Recreation Department Staff on behalf of the Carson City Senior Center for their help.

(8:41:32) – Commissioner Whitefield thanked Ms. Budge and Staff for their help with the Mills Park pickleball court project.

## **6. FUTURE AGENDA ITEMS – DISCUSSION ONLY**

(8:42:21) – OSAC Chairperson Scott introduced the item. Member Massad proposed a policy that limits the joint meeting Agenda to just the items that impact both PRC and OSAC.

(8:45:25) – Member Evans requested research information concerning work being done for the Fulstone Wetlands or wetlands near Steinheimer Park around the year 2011 and the couple of years following 2011.

## **7. PUBLIC COMMENTS**

(8:48:00) – OSAC Chairperson Scott entertained public comments; however, none were forthcoming.

## **8. FOR POSSIBLE ACTION ON ADJOURNMENT**

(8:48:38) – OSAC Chairperson Scott adjourned the meeting at 8:48 p.m.

The Minutes of the June 15, 2020 Carson City Open Space Advisory Committee and the Carson City Parks and Recreation Commission joint meeting are so approved this 17<sup>th</sup> day of August, 2019.



## Exhibit A

**Tamar Warren**

**From:** Cullen Shiffrin <[REDACTED]>  
**Sent:** Friday, June 12, 2020 2:57 PM  
**To:** Public Comment  
**Subject:** Joint OSAC and PRC meeting 6/15/2020  
  
**Categories:** Blue Category

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

I am writing to express my concerns over the Interim Map depiction of OHV trails/routes in the Prison Hill OHV area, and lack of effective signage.

A quick background of my familiarity of this area:

Hiking and mountain biking(the entire property), and dirt-biking(the OHV portion) since 1997.  
Attending many OSAC meetings regarding the acquisition of this property by CC.  
Attending OSAC meetings where the future relationship with NOHVCC and CC was discussed.  
Met personally with CC Staff multiple times to discuss management plan details.  
Met personally with BLM staff to discuss same.

On to the issues:

My main concern, at present, is the numerous "Wheeler Trails Extreme" that are depicted on the west and southwest facing terrain. NOHVCC presented to CC, a plan to make sustainable trails that do not follow the fall line, practices that prevent erosion, and sensitivity to private property owners. Additionally, protection of scenic and visual gateways to the city are stated goals in several CC documents.

These trails do not follow the above guidelines. This designation means the most vulnerable areas(washes that see runoff from rain/snow, animal habitat full of erosion reducing flora with steep sides down to the wash drainage) will be travelled by the most impactful of all the vehicles allowed. Wheeler means rock crawler in NOHVCC-speak. Rock crawlers are specialty OHV vehicles that are highly modified OEM vehicles, or specialty built custom vehicles. They have the biggest tires, widest wheelbase, and highest horsepower. They seek out the challenges presented by the steepest terrain. Their use results in the highest level of impact in the OHV area. Travel in this area has also resulted in visual blight that is visible from the intersection of US50, and US395/I580, Topsy Lane, and Snyder Ave. NOHVCC, and CC by approving the plan, has put the most impactful vehicles, on the most vulnerable terrain, and put those routes closest to the highest density of private property owners adjacent to the OHV area.

My recommendations:

Reduce the number of Wheeler Routes that are on the west, and southwest portion of the OHV area.

More signage that indicates both open, i.e. designated, and closed areas and trails/routes. At present, users can travel freely in the washes and cross country, because there are not enough signs advising of closures. Also, the designated routes are not signed as such. The result is travel in areas that are not a part of the trail plan.

Take a more aggressive approach to the visual impact of travel in the area that is visible from the areas mentioned above. Ultimately this hillside may end up free of vegetation, and seen from a distance as a sand hill with rock outcroppings. This doesn't appear to be in-line with the CC Open Space goals.

Cullen Shiffrin

## Exhibit B

### PUBLIC COMMENT

June 10, 2020

### LATE MATERIAL

Mr. Dirk Goering, AICP  
Senior Transportation Planner  
Carson Area Metropolitan Planning Organization

Re: RTC Agenda Item 6-A, Kings Canyon Road and Trailhead Project, Review of 70% Design Plan.

Chairman and members of the RTC:

On behalf of the Muscle Powered Board of Directors, please accept this letter supporting the 70% design plan for the Kings Canyon Road and Trailhead Project. We welcome the proposed road reconfiguration: a dedicated trailhead parking area containing a restroom; drainage improvements; ancillary walkways; equestrian safety improvements; and signage – all which are needed to improve the safety of pedestrians, cyclists, equestrians, and vehicular movements at the Kings Canyon Waterfall Trailhead. Our City residents and visitors have discovered this unique site that provides easy access to recreational use of the Waterfall Road, the Waterfall Trail, Kings Canyon Road and Muscle Powered's Ash-to-Kings Trail, which received the 2015 American Trails National Award and is located 1.8 miles further up Kings Canyon Road.

The Waterfall Site at the terminus of the paved section of Kings Canyon Road is very important for access and staging of some of the most amazing trails in our region. The present facilities and road configuration cannot serve its users without numerous conflict and safety concerns that also negatively affect local residents. We believe that these conflicts can be mitigated through the construction of the comprehensive and well-designed improvements enumerated in the 70% plan.

In the near future, other proposed trails, such as the Lincoln Bypass, an off-road, non-motorized multipurpose trail that will run parallel to Kings Canyon Road and serve as a connector to the Tahoe Rim Trail via the Capitol-to-Capitol Trail (Sacramento to Carson City), will also benefit from the staging opportunity offered by these improvements. The facilities are designed to enhance the safe network of non-vehicular infrastructure necessary to advance the City's and Muscle Powered's mutual goal of a well-connected community. Similarly, these improvements will serve as the basis for future access and use of Kings Canyon Road, which is also known for serving as segments of the Historic Lincoln Highway, under a future project being considered by the Carson Ranger District and the Parks Recreation and Open Space Department.

As a nonprofit organization charged with the mission to advocate for bicycle- and pedestrian-friendly infrastructure, Muscle Powered fully supports the Public Works Department's efforts to collaborate with the Parks and Open Space Department to build and maintain infrastructure systems that accommodate and encourage eco-friendly, alternative forms of transportation for all its residents. The improvements as planned will benefit the Community by enhancing our residents' and visitors' user experience and safety, and also will alleviate the present chaos and conflicts in the neighborhood for generations to come.

Sincerely,



Chelsea Kincheloe, President  
Muscle Powered

cc: Muscle Powered Board of Directors

## Exhibit C

From: ernie walsh [REDACTED]  
Sent: Sunday, June 7, 2020 4:20 PM  
To: Dirk Goering  
Subject: Comments on King's Canyon Improvements

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Dirk Goering

June 7, 2020

Please express to the RTC meeting on June 10, 2020 my concerns about the road widening on upper King's Canyon Rd. to 28' which includes a bike lane which will be larger than the lower portion of road below the lower creek crossing. This creates a dangerous bottleneck in the middle of a blind curve both for bicycles and cars in both directions. Also I don't see the need for two vault toilets, actually not even one. ( but if only one was provided it could be unisex ) Most people visiting the waterfall are only there for an hour at the most. Also please indicate my concerns about the designs for my driveways. the present designs steepens my drives which are already steep. I can not get up them now when it snows. I know you are working on improving the present designs, but I want to be on record that I am not happy with the present design! Also please get back to me the information on the size of the lower creek crossing size of the conc. box culvert, as a 6'x4' conc. box culvert at the upper creek crossing seems to be overkill. We have never had a problem in the thirty years I have lived here with the existing pipe that is under the road now.

Thank you,  
Ernie Walsh  
[REDACTED]

Carson City, NV 89703  
775 883-8699  
[REDACTED]

## Exhibit D

*Public Comment*

Dirk Goering, AICP  
Senior Transportation Planner  
[Carson City Public Works Department](#)/  
[Carson Area Metropolitan Planning Organization](#)  
[3505 Butti Way](#)  
[Carson City, NV 89701](#)  
Ph: 775-283-7431  
Fx: 775-887-2112

*LATE MATERIAL*

**From:** ernie walsh [REDACTED]  
**Sent:** Monday, June 15, 2020 8:57 AM  
**To:** Dirk Goering  
**Subject:** King's Canyon improvements

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Dirk  
June 15, 2020

Is the open space meeting on June 16, 2020 going to be open to the public, or will it be virtual? If virtual can you send me the link.  
Please present my comments from the RTC meeting to the open space committee, as I still feel they are important. Also at the RTC meeting it was mentioned the city would be open to reducing the pavement width, I think this would be a good mitigation factor for all of us concerned about the safety on the road. Reducing the posted speed limit WILL NOT reduce the actual speed people will drive both going up and down as most people still will consider this to be a rural roadway. Please present these comments to the open space committee for me in addition to the comments below as presented to the RTC commission. Also I am still waiting for the information on the size of the new box culvert at the lower creek crossing and any new driveway designs.

Thank you,

Ernie Walsh  
ernie walsh  
[REDACTED]

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Dear Gregg and Dirk,

## Exhibit E

## PUBLIC COMMENT

May 28, 2020

## LATE MATERIAL

Dear Sirs;

My husband and I have been residents at 3200 Kings Canyon Rd. for 18 years. Kings Canyon was a residential street when we moved in and unfortunately now seems to have become a speedway and the usage has greatly increased. These are some of the facts that have occurred to us regarding your existing and future plans for parking and trail access to the wildlands above us.

Fact 1: What we fear the most is fire in the Canyon. What you are doing is increasing the amount of parking resulting with more use of the back country without addressing the increased risk of fire.

A. Kings Canyon Rd. is a dead end street with no way out in a fire. Loss of property and fortunately no loss of lives occurred in the Waterfall fire. We were lucky, only burned telephone poles and burned trees on our property.

B. A second fire above us that burned our fence, and we were evacuated again.

Fact 2. There is no supervision of the parking area and no enforcement of said rules to protect landowners.

Fact 3. Accidents: These few that I have mentioned are the ones that have happened within our area. There are many more, you can check your incidence records..

A. Car vs deer resulting in damage to car and death to deer, via deputy with gun.

B. Pickup truck speeding lost control and crashed into brick fence and pear tree in our yard.

C. Pickup truck over the bank next to our mailbox.

D. Car rolled over the bank to the North just below our house.

E. Speeding car roll over at curves resulting in a death.

F. Car lost control at curves and spun into South bank below our house.

You should not have 40 - 50 mile an hour speeding on a narrow road with subsequent curves that encompass dog walkers, speeding bicycles, joggers, skateboarders, motorcycles, horses, deer, and speeding cars.

Again, what we fear most is fire. Hopefully you can find a solution that save lives and addresses the problems we have stated.

Residents of Kings Canyon; Garry and Jerry Vance

## Exhibit F

*Public Comment  
LATE MATERIAL*

To the Carson City staff and board members of the Regional Transportation Commission:

In regard to item 6-A on today's RTC agenda: "6-A For Information Only - To provide a status update and solicit comments on the Kings Canyon Road and Trailhead Project. This is a Federal Lands Access Program (FLAP) grant project for trailhead, roadway, and storm water improvements between the Kings Canyon trailhead and just east of the Canyon Drive and Kings Canyon Road intersection."

I am submitting this email as public input to the meeting.

I would ask the RTC and Carson City staff to revise the schedule for implementation of this project until current safety issues at the trailhead can be addressed. The trails are very popular with the public and significant usage is visible every weekend and most evenings. The traffic controls are insufficient to support the current usage; additional parking and perhaps other facilities are needed.

Carson City has developed a beautiful trail system that is the envy of Northern Nevada. I support the completion of the Project, but the safety needs at the trail head, which serves hikers to the waterfall trail, equestrian users, runners and hikers accessing the Ash to Kings trail needs to be addressed.

Kelly Clark  
[REDACTED]  
Carson City, NV  
89701

## Exhibit G

Public Comment  
LATE MATERIAL

Firstly, I would like to thank you for all the help and input you have given us as we try to navigate through this adventure. As you know, my wife Kristin and I live at 4400 Kings Canyon Rd. I was not able to participate in the recent RTC board meeting but was able to listen to the meeting over the weekend. One point that was left out of the discussion last week was the relocation of our driveway. We have been discussing the fact that it would be beneficial to the project and to us to move our driveway entrance from its current location toward the first creek crossing. The new proposed location does not work for us.

As we discussed, we would like our driveway entrance to be as far away from the new parking lot as possible. The new proposed location is not an adequate distance away from the parking lot, is too steep, and creates a difficult ingress for larger vehicles towing trailers or boats. We are asking the City to consider moving the driveway farther north close to the creek crossing. I will call in with my other comments but I would like this in the record.

Best regards,  
Ken and Kristin Stokes

## Exhibit H

### LATE MATERIAL

Citizens for Responsible Access

May 30, 2020

We the undersigned consistent with our high regard for our Community's precious assets for recreation and continued access to our abundant adjacent wildlands and forests; hereby express and confirm our strong opposition to the Kings Canyon Improvement Project as outlined in the 70% FLAP grant approval.

The initial grant application and plan was submitted without consultation or notice to Canyon property owners or our Community. Consequently, while the application required considerable effort made in good faith; we are certain critical issues of overuse, public safety, fire risks, environmental degradation, resident duress, adequate policing and future costs to our community are not responsibly addressed in the application and subsequent Plan. If the Project proceeds as described in the current 70% approval phase, irreparable harm will occur.

Plan Problems in need of immediate remedy include: 1.) The Waterfall Trailhead currently suffers from dramatic over use, not insufficient access. Increased parking will exacerbate the problem both short and long term. From direct observation of Park Rangers and local Residents, well over 80 % of current visitors are destined only for the  $\frac{1}{4}$  mile trek to the Creek Waterfall. The Trail will not beneficially tolerate increased traffic without degradation, and threatens a critical water source for our community. 2.) Increased vehicular traffic via the only access to the Trailhead, a steep grade favored now by hikers, joggers and bicyclists in large numbers (few of whom seek the Waterfall) will pose a much greater hazard for all. 3.) Improvements to a limited section of Road with widening, resurfacing, uphill bike lane, and striping will inevitably lead to greater speeds (cars and bicycles coasting in excess of 45 mph) and serious injury accidents, even deaths. 4.) Risk of Fire and resultant Danger in this Canyon with only one safe route in/out is already extreme. Significantly increased visitor use will directly impact risk of Fire with injury, property damage and death for visitors, residents, and livestock. Promoting visits, use and exposure with available emergency fire suppression resources is irresponsible.

In Summary we believe the currently envisioned Project, if completed, will result in far more harm than good. We therefore propose the following necessary changes before the Plan can be approved:

- 1.) Proposed parking at Road's end be limited to fifteen cars, and two (2) truck spaces with trailers.
- 2.) Planned vault outdoor bathroom be axed. (Unnecessary for short trail users and potential for abuse).
- 3.) Upper approximate 0.75 mile section of Road should be resurfaced without widening beyond 24 feet or striping; thus maintaining an elevated level of driver caution and awareness of the multiple hazards including hikers, bicyclists, entering vehicles, game and slow/stopped sightseers.
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Petition to Carson City Board of Supervisors and RTC ✓

Re: Kings Canyon Road FLAP Project

From: Citizens for Responsible Access

Address: 1100 South Carson St

Contact: Scott Kulia, Charles Clemmensen, Tom Gibbons

We, the undersigned, petition the Supervisors in the interest of safety, public welfare, and sustainability to approve the following modifications to the Project: 1.) Reduce parking to 15 cars and two truck and trailer spaces, 2.) Eliminate the Vault Bathroom, 3.) Limit road widening to 24 ft without bike lane or striping, 4.) Relocate Trailhead 300-400 yds to the South from Stokes drive entrance to Forest Service road, 5.) Prohibit all roadside parking on the Road for 1000 ft before new parking area. (See attached cover sheet for details, without these changes the Project should be cancelled)

No.	Name	Address	Signature
1.	Chuck Clemmensen	2925 Kings Cyn cc	Chuck Clemmensen
2.	Greg Petersen	1124 Cabin Circle (Cabin)	
3.	Robert Hermos	24 Canyon Dr	R. Hermos
4.	Bethany Hermon	24 Canyon	Bethany Hermon
5.	Kathy Bering	3 Canyon Dr	Kathy Bering
6.	Tom Bering	3 Canyon Dr.	Tom Bering
7.	Logan Kian Ke	824 South 9 St	Logan Kian Ke
8.	Teri L. Cunningham	2751 Oak Ridge Dr C5	Teri L. Cunningham
9.	Debby Moultrie	1499 Highland Pines Reno 89503	Debby Moultrie
10.	Doris A. Martinis	539 Oxford St. #1	Doris A. Martinis
11.	Sue Prater	CARSON CITY 89703	Sue Prater
12.	Brooke Clemmensen	9567 Kithleen Reno 89523	Brooke Clemmensen
13.	Brooke Clemmensen	9567 Kithleen Reno 89523	Brooke Clemmensen

Page of 6/2/20

Petition to Carson City Board of Supervisors + RT ✓

Re: Kings Canyon Road FLAP Project

From: **Citizens for Responsible Access**

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Contact: Scott Kulla, Charles Clemmensen, Tom Gibbons

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No.	Name	Address	Signature
1.	Vincent Clossen	P.O. Box No. 95	
2.	Misty Clossen	Minden NV 89463	
3.	Dan Foley	940 B Lehman Circle Carson City 89703	
4.	Greg Wilson	9657 Voltaire St	
5.	Janet Sappas	2107 S. Roop	
6.	Andrea Peltz	2220 FL PAM 1001	
7.	Dee Ferrara	2801 Fuller Ave Minden 89423	
8.	Tammy Wilson	40531 Voltaire St L.C. NV 89703	
9.	Darren Mervin	4158 Leiper Dr	
10.	John Kunkle	4875 E. 5th St	
11.	Abel Medina	1501 E Robison St	
12.	Adrienne Reinhardt	3201 Upland Ct.	
13.	Jack Reinhart	Box 5102, So. Laramie 89441	

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Citizens for Responsible Access FLAP Project Petition 30 May 2020

No.	Name	Address	Signature
14.	Tachay Willey	110 Hader Cr	Tachay Willey
15.	Amber Willey	110 Hader Cr	Amber Willey
16.	Christelle Holman	1225 E. 5th St.	Christelle Holman
17.	Melodye Hiltzene	2814 Lincoln Rd.	Melodye Hiltzene
18.	Julie A. Meadows	2804 Pinhook, #1	Julie A. Meadows
19.	Re Bn	2804 Pinhook	Re Bn
20.	Jenn Neukirch	2804 Pinhook	Jenn Neukirch
21.	Peggy Lockette	4815 E. 8th St.	Peggy Lockette
22.	Marlene Gregoire	4081 Kingsley, Marlene Gregoire	
23.	Tom Furhman	4249 Pinhook, Carroll Rd.	
24.	Zion Belcastro	305 Mountain St	Zion Belcastro
25.	Mackenzie Meza	1617 Spenser Dr.	Mackenzie Meza
26.	Laurie Sondergaard	4092 King St., Laurie Sondergaard	
26.	Adrian Ramey	630 East College Parkway	Adrian Ramey
27.	Matt Denney	630 E. College Parkway	Matt Denney
28.	Phil Hessey	702 W. Telegraph	Phil Hessey
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Petition to Carson City Board of Supervisors + RTC

Ne

Re: Kings Canyon Road FLAP Project

From: Citizens for Responsible Access

Address: 1100 South Carson St

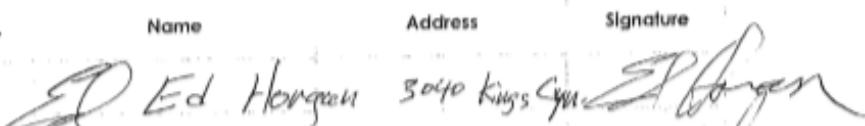
Contact: Scott Kulla, Charles Clemmensen, Tom Gibbons

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No.	Name	Address	Signature
1.	Stan Smith	3030 Kings Canyon	Stan Smith
2.	Randria Smith	3030 Kings Canyon	R. Smith
3.	Deborah Thompson	3150 Kings Canyon	Deborah J. Thompson
4.	Patricia J. Sullivan	3150 Kings Canyon	Patricia J. Sullivan
5.	Ronald P. Thompson	3150 King Canyon Rd	Ronald P. Thompson
6.	Matthew A. Collier	3100 Kings Canyon Rd	Matthew A. Collier
7.	Cathie Collier	3100 Kings Canyon Rd	Cathie Collier
8.	CARIS CROOKSHANKS	3090 Kings Canyon Rd.	CARIS CROOKSHANKS
9.	Chelise Crookshanks	3090 Kings Canyon Rd.	Chelise Crookshanks
10.	MARY E MARTIN	3070 Kings Canyon Rd.	MARY E MARTIN
11.	Rodger Thompson	3050 Kings Canyon	Rodger Thompson
12.	Debbie Thompson	3050 Kings Canyon	Debbie Thompson
13.	Patricia Horgan	3040 Kings Canyon	Patricia Horgan

Page of 6/15/20

Citizens for Responsible Access FLAP Project Petition 30 May 2020

No.	Name	Address	Signature
14.	Ed Hogen	3040 Kings Ct.	
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Page of

Petition to Carson City Board of Supervisors

+ RTC

VC

Re: Kings Canyon Road FLAP Project

From: **Citizens for Responsible Access**

Address: 1100 South Carson St

Contact: Scott Kula, Charles Clemmensen, Tom Gibbons

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No.	Name	Address	Signature
1.	Fred & Christine Pardemo	3665 Kings Canyon Rd	Fred & Christine Pardemo
2.	Matt & Suzanne Barwick	3637 Kings Canyon Rd	Matt & Suzanne Barwick
3.	Paul & Vanessa Alpers	25 Canyon Drive	Paul & Vanessa Alpers
4.	RON & TERESA MACEY	5 CANYON DR	Teresa Macey
5.	Kent Hodgeson	11 Canyon Dr	Kent Hodgeson
6.	John Wood	11 Canyon Dr	John Wood
7.	Robert Cordillo	11 CANYON DR	Robert Cordillo
8.	RICK DRAKE	10 CANYON DR	R. Drake
9.	Linda Dutkay	10 Canyon Dr	Linda Dutkay
10.			
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Page of

6/8/20

Petition to Carson City Board of Supervisors

+ RTC

✓/s

Re: Kings Canyon Road FLAP Project

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No.	Name	Address	Signature
1.	Anthony Field	23 Woodstock Circle	Anthony Field
2.	Jack Pershing	3601 Kings Canyon	Jack Pershing
3.	Bondua Amodei	1225 Drake Way	Bondua Amodei
4.	Ricardo Staub	2425 S. Lampasas	Ricardo Staub
5.	Steve Mandelsohn	1280 Copper Springs	Steve Mandelsohn
6.	Shannell Roorda	1509 Airport Rd	Shannell Roorda
7.	Esmeralda Quire	2175 Airport Rd	Esmeralda Quire
8.	Caitlyn Campos	112 Empire Rd.	Caitlyn Campos
9.	Audrey Romani	4060 Valley Circle	Audrey Romani
10.	Lindsay Mandelsohn	1280 Copper Springs	Lindsay Mandelsohn
11.	Shannon Schnable	1181 Thompson St.	Shannon Schnable
12.	John Staub	3666 Kings Canyon	John Staub
13.	DANZA Staub	3666 Kings Canyon	DANZA Staub
14.	Karyn Clemmensen	3925 Kings Canyon	Karyn Clemmensen

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4/8/20  
11

Petition to Carson City Board of Supervisors AND RTC ✓

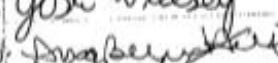
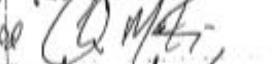
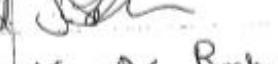
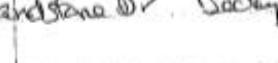
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No.	Name	Address	Signature	Date
1.	Scott Kulla	4130 Kings Canyon		5/31/20
2.	Cindy Kulla	4130 Kings		5/31/20
3.	Megah Bowling	8240 Kings		5/31/20
4.	Josh Wilsey	4140 King's Canyon		5/31/20
5.	Tracy Henningsen	4120 Kings cay		5/31/20
6.	Chris Mackenzie	4130 Kings Canyon Rd		5/31/20
7.	Mycia Mackenzie	4130 Kings Camp Rd		5/31/20
8.	Peter Schmalzer	4134 Kings Canyon Rd		5/31/20
9.	Jessica Schmalzer	4134 Kings Canyon Rd		5/31/20
10.	Rebecca Allen-Schmalzer	208 Sandstone Dr.		6/5/20
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Page 1 of 2

6/8/20  
cc

Petition to Carson City Board of Supervisors AND RTC

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No.	Name	Address	Signature
1.	Javier Martinez	1244 UNIT #B 21st and 1/2 Dr. Gardnerville NV 89460	Javier Martinez
2.	Long Round Drive Peter R	CC NV 89701 1604 Rabb Drive	Long Round Drive Peter R
3.	BRENT RE	Carson City NV 89703 PO Box 2554	BRENT RE
4.	CHRISTIAN ANDERSON	Carson City NV 89702 PO Box 2554	CHRISTIAN ANDERSON
5.	BRANDI RE	Carson City NV 89702 BLK - PO Box 2554	BRANDI RE
6.	BELLA RE	Carson City NV 89702	BELLA RE
7.	LINDA FOX	1650 Rabb Dr. CC 89703	Linda Fox
8.	Neil Fox	1650 Rabb Dr. CC 89703 2299	Neil Fox
9.	Tom Dimitriadis	Meadow Lark	Tom Dimitriadis
10.	Craig Re	911 Minnesota St	Craig Re
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Page of 6/8/2020

Petition to Carson City Board of Supervisors

AND RJC

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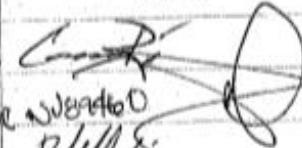
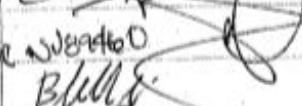
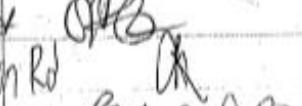
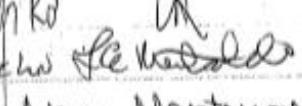
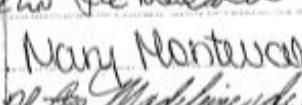
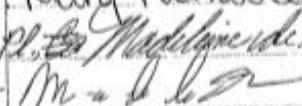
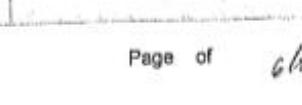
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No.	Name	Address	Signature
1.	Corey Ré	33 Castleberry Carson City	
2.	Nadia Espinoza	70-09063rd Circle Wendell	
3.	Blake Ré	4198 Kings Canyon	
4.	Genesis Bolanos	2421 peakwood	
5.	Austin Ré	4198 Kings Canyon Rd	
6.	Les Montevideo	3305 Nasim Horse Ln	
7.	Nancy Montevideo	3505 Hobeyboreln	
8.	Maddeline de la Torre	1205 Potomac Pl. Es	
9.	Mack A. de la Torre	1250 Chaparral Dr.	
10.	Melissa de la Torre	1050 Chaparral Dr. Carson City, NV	
11.	Carole Ré	4198 Kings Canyon Carson City	
12.	Glauadio Ré	4198 Kings Canyon Carson City	
13.			

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**Citizens for Responsible Access**

May 30, 2020

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No.	Name	Address	Signature
1.	LARAIN WASH	5149 Kings Canyon Carson City, NV 2540 Waterford Pl	Lorraine M. Wash
2.	CAROL WILSON	11 Vista Rafael Pahrump, NV	Carol L. Wilson
3.	Naive Breake	4941 San Diego Ct. Sparks, NV 89431	WB
4.	Kat Morton	11 Vista Rafael Pahrump, NV 89503	Kat
5.	Ellyn Wilson	572 Chelsea Pl. Carson, NV 89703	Ellyn Wilson
6.	Nancy Bailey	322 Log Isle	Nancy Bailey
7.	GM Herrell	Carson City NV 89703	GM Herrell
8.	Carolee Beighan	3615 Waterford Pl. C.C., NV. 89703	Carolee Beighan
9.	Paulette Sherrill	3551 Monte Blane Carson City, NV 89705	Paulette Sherrill
10.	Charlene Bodenham	1020 S. 5th Street C.C. NV 89701	Charlene Bodenham
11.	Sarah Ravenelle	1256 Janas Way Carson City, NV	Sarah Ravenelle
12.	Julien D'Leggini	1255 Janas Jersey Carson City, NV 89701	Julien D'Leggini
13.	<del>Ellyn</del>	3449 Kings Canyon Rd. Carson City, NV 89703	Ellyn
14.	DIANA LAVERTY		Page 29 6/15/2020

Citizens for Responsible Access FLAP Project Petition 30 May 2020

No.	Name	Address	Signature
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## Petition to Carson City Board of Supervisors

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No.	Name	Address	Signature
1.	Barb Tim Binkley	8 Canyon DR	JB
2.	Debra G. Gibbons	3901 Kings Canyon Rd CO NV 89703	Debra G. Gibbons
3.	Debra G. Gibbons	3550 Kings Canyon Road	Debra G. Gibbons
4.	Robert McDonald	5999 Kings Canyon Rd	RB
5.	Debbie McDonald	5728 Kings Canyon Rd	Debbie McDonald
6.	Elizabeth Park	501 S. DIVISION Carson City NV 89703	Elizabeth Park
7.	Paula Zink	412 Jeanne St CO 89706	Paula Zink
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Page 02 of 02 6/16/20

## Petition to Carson City Board of Supervisors

Re: Kings Canyon Road FLAP Project

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No.	Name	Address	Signature
1.	Jerry Lou Vance	3390 Kings Canyon	Jerry Lou Vance
2.	Garry D Vance	"	Garry D Vance
3.	Charles Kulla	2504 Martin ST	Charles Kulla
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Page of

## Petition to Carson City Board of Supervisors

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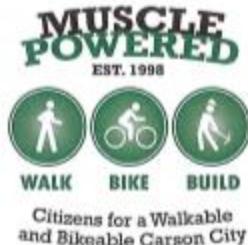
Contact: Scott Kula, Charles Clemmensen, Tom Gibbons

We, the undersigned, petition the Supervisors in the interest of safety, public welfare, and sustainability to approve the following modifications to the Project: 1.) Reduce parking to 15 cars and two truck and trailer spaces, 2.) Eliminate the Vault Bathroom, 3.) Limit road widening to 24 ft without bike lane or striping, 4.) Relocate Trailhead 300-400 yds to the South from Stakes drive entrance to Forest Service road, 5.) Prohibit all roadside parking on the Road for 1000 ft before new parking area. (See attached cover sheet for details, without these changes the Project should be cancelled)

No.	Name	Address	Signature
1.	Jeannette Trocinski	2284 Meadowbrook Lane, CC 89701	Jeannette Trocinski
2.	Nanci Hoffman	2281 Meadowbrook Lane, CC 89701	Nanci Hoffman
3.	ERNEST WALSH	5149 KING'S CANYON C.C. 89703	Ernest Walsh
4.	Ken Napleton	3115 Halleck Ave 89701	Ken Napleton
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12.			
13.			

Page of

## Exhibit I



Public Comment

PO Box 2402 Carson City, NV 89702  
Musclepowered.org

LATE MATERIAL

June 15, 2020

Mr. Gregg Berggren, Trails Coordinator  
Mr. Dirk Goering, Senior Transportation Planner  
Ms. Lucia Maloney, Transportation Manager

Joint Meeting of the Carson City Open Space Advisory Committee and The Parks and Recreation Commission

**Re: Agenda Item 3-A, Review and discussion regarding the updated 70% conceptual design plans for the proposed Kings Canyon Trailhead Parking Area**

Chairman Scott and Chairperson Keever, members of the Committee and Commission:

The Muscle Powered Board of Directors is pleased to submit this letter supporting the 70% design plan for the Kings Canyon Trailhead Project. We understand your authority relates to Open Space and Parks Department matters. However, as a joint project with Public Works, please note we collaboratively submitted a support letter to the RTC on June 10, 2020. The RTC letter focused on supporting the road reconfiguration components of the project. We particularly endorse the proposed climbing bike lane and associated road striping. We believe those measures increase pedestrian and cyclist safety when using the edge of pavement to arrive at trailhead and parking areas.

### Muscle Powered Support

Muscle Powered fully supports a dedicated trailhead parking area including: a restroom, drainage improvements, ancillary walkways connecting to the trailhead, equestrian safety improvements, and signage. All are needed to significantly improve the safety for pedestrians, cyclists, equestrians, and vehicular movements at the Kings Canyon Waterfall Trailhead.

### Current Use

Our City residents and visitors have discovered this unique site that provides easy access to four distinct recreational facilities:

1. **Waterfall Road** - Used by hikers, mountain bikers and equestrians. This road provides administrative motorized access for the USFS, Carson City, Muscle Powered Operations Crews and private landowners located up the range.

2. **Waterfall Trail** - First constructed by volunteers under the guidance of Mark Kimbrough to safely access the waterfall. Also provides additional distance from the original difficult social trail located immediately adjacent to the creek plus the City water intake infrastructure. Subsequently, a 2.8 mile loop was constructed, again under Mark's direction, with assistance from volunteers at large and the Great Basin Institute Crews. This trail system, used mostly by hikers and visitors to the waterfall site, is a short family-friendly walk from the trailhead.
3. **Kings Canyon Road (aka The Lincoln Highway)** - Used by hikers, mountain bikers, equestrians, all-terrain vehicles, agency maintenance crews plus staff seeking access deep into the Carson Range and to US HWY 50. This route provides safe access into the scenic Horse Creek Ranch Conservation Easement Site with fee-owned 400 acres plus Open Space surrounding it.
4. **Ash-to-Kings Trail** - Celebrated by Muscle Powered, this stretches 11 miles into Ash Canyon through outstanding scenery. This trail received the 2015 American Trails National Award and is located 1.8 miles further up Kings Canyon Road, serving equestrians, hikers and mountain bike cyclists.

#### Continued Use Progress

The Waterfall Site paved terminus at Kings Canyon Road is critical for safe connective access and staging to some of the most amazing trail sections in our region.

In the near future, two additional non-motorized trails will be built:

1. **The Lincoln Bypass** - An off-road, multipurpose trail running parallel to Kings Canyon Road from the vicinity of Longview Rd. to the Ash-to-Kings Canyon trailhead at Kings Canyon Rd. This project is only waiting for the final historic review to complete the final planning stage.
2. **The Capitol-to-Capitol Trail** - A Sacramento to Carson City multipurpose trail connection is planned by joining the Ash-to-Kings Trail with the Tahoe Rim Trail. From there this trail will connect through the existing and planned network around Lake Tahoe extending into Sacramento, Calif. This larger trail network significantly benefits from the staging opportunity offered by these improvements.

The components of this Kings Canyon trailhead project with ancillary facilities are designed to enhance the safe network of non-vehicular infrastructure. The project is critical to successfully advancing the mutual goal of the City Master Plan and Muscle Powered for a well-connected community.

Summary - the Project provides user support:

- **Current** - User/staging support for 3 existing system trails
- **Pending** - User/staging support for 2 additional planned trails
- **Future** - Improvements serve as the base for contemplating future project needs, specifically improvement and maintenance of the unpaved road farther up Canyon. Partners in this include the Carson Ranger District with the Parks Recreation and Open Space Department.

#### Muscle Powered Review Comments

The current road configuration and trail facilities at our highly visible Kings Canyon simply cannot serve the community safely. This negatively impacts local residents and the organizations collaboratively bringing high-quality community open space access.

Muscle Powered believes the construction of this comprehensive, well-designed improvement strategy, defined by the 70% plan, will largely mitigate identified issues.

Review comments towards improving the design plan to the next phase include:

1. **Trailhead Parking Design** - We support reviewing the one-way loop configuration with diagonal parking previously offered, as opposed to the current 90-degree perpendicular configuration. Parking stalls are reduced from 40 to 30. Pedestrian safety is also decreased with two-way driving movement.
  - a. The number of stalls must not be reduced any further
  - b. It is important for safety to guide pedestrians through walkways from the parking area into the trailhead
2. **Bathroom Facility** - It is important to provide a bathroom facility because there are none in the vicinity, recognizing:
  - a. Users at the site may engage in prolonged hours of recreation
  - b. Family-friendly and multi-generational trail use should be encouraged
  - c. Good neighbor relations should be encouraged by maximizing the distancing to neighborhood homes

#### **Open Space Access in Context**

Access into our City's magnificent public lands and open spaces is precious. Improved access containing trailhead facilities is critical to advancing responsible, sustainable community enjoyment on the Carson Range.

Highlighting the importance of Kings Canyon as an improved access point, consider this survey of present access sites into the Carson Range:

- A. **Motorized access** into our public lands and open spaces located within the Carson Range is only available via US HWY 50 and Spooner Summit trailheads.
- B. **Clear Creek** remains subject to protracted negotiations (10 years +) and would provide a future trailhead site connection to the Douglas County Trails. Note: The trail systems are planned to connect, between Douglas County and Carson City, through extensions under the Hwy 50 underpass into Kings Canyon Road.
- C. **Ash Canyon Road** also provides motorized and non-motorized access. However there is not a developed trailhead site. Presently, Ash Canyon Road provides access into the northern terminus of the Ash-to-Kings Trail, Hobart Reservoir, Carson City Open Space Properties and USFS Lands.
- D. **Non-motorized access** is provided through gated access on Hobart Road and is the only developed access site within Carson City. The small trailhead parking facility is located at Lakeview Park, the northernmost area of the Carson Range within the municipal jurisdiction of Carson City.
- E. **Kings Canyon** serves both motorized and non-motorized recreational users. The Kings Canyon Trailhead Area is a very significant strategic access site, identified for trailhead improvements, as per the Carson City Uniform Pathway Plan (as recently amended by the Eagle Trails Committee Plan). Kings Canyon will become the second improved access site, serving as an entry point for both motorized and non-motorized recreational users through a comprehensive historic, scenic, and ecologically diverse route.

**Muscle Powered Commitment**

As your volunteer nonprofit organization charged with the mission to advocate for bicycle- and pedestrian-friendly infrastructure, Muscle Powered fully supports the Public Works Department's efforts to collaborate with the Parks and Open Space Department. Our goal remains to build and maintain infrastructure systems that accommodate and encourage eco-friendly, alternative forms of transportation for all its residents.

The improvements as planned will benefit the Community by enhancing our residents' and visitors' user experience and safety. Primarily the project will also alleviate the present chaos and conflicts in the neighborhood for decades to come.

If we can be of assistance, we are most willing to serve this project with contributions within our capacity.

Sincerely,



Chelsea Kincheloe, President  
Muscle Powered

cc: Muscle Powered Board of Directors

## Exhibit J

### PUBLIC COMMENT

From: Peter Doenges <[REDACTED]>  
Sent: Friday, June 12, 2020 10:16 AM

LATE MATERIAL

Subject: Support for Kings Canyon Road & Trailhead improvement project

Good Morning Gregg & Bruce,

I live on Carson City's west side not far from Kings Canyon Road and the Waterfall Trailhead. I'm an avid hiker and trail builder / maintainer with Muscle Powered. I favor the Kings Canyon Road and Trailhead improvement project, and want to lend support in the record. I value the amazing trails around here and improved trail access.

I spend significant time in Carson's westside foothills and mountains hiking, occasionally biking, and doing much trail work. The area is fantastic! The connectivity, active transportation, nature and wildlife immersion, recreation, and public safety strengthened by the Kings Canyon project are valuable for all of us — and especially now.

I joined the RTC meeting Wednesday June 10 in its discussion of this project and submitted similar comments for that. I will follow the Open Space Advisory Committee and Parks Commission joint meeting on June 15 in support. I reviewed Dirk Goering's project overview and timeline after my close forwarded by Chelsea Kincheloe, and details on the Kings Canyon Road and Trailhead 70% Design Plans, plus citizens' letters in the RTC meeting document.

I personally support the Kings Canyon project, recognizing there are many issues from visitor and resident perspectives. I back the Muscle Powered letter in support of this project and its fine summary of the values of these proposed improvements. This project brings useful new features to waterfall access, while serving a sometimes crowded narrow trail. I like the parking confined in the new space, restrooms, ADA access, providing for through-vehicle movement and visitor drop-off, and accommodating equestrian users, hikers and bikers. I recommend, as Chas Macquarie did, that trailhead parking traffic be constrained to a one-way, loop-through route with angled parking to make backing vehicles safer. I recommend that road parking near trailhead be disallowed, hopefully mitigating excess trailhead loading. I like the bike lane allocated and marked on the uphill side of the road improvement, and the shared-lane biker markings down the road, bringing drivers to greater alert. I hope drainage and erosion problems around the trailhead will improve with all the work on terrain around the site.

As Trails Coordinator for Muscle Powered, I see the Kings Canyon project as strengthening support for trail user access to and interconnectivity with Ash to Kings Trail, plus the planned Lincoln Bypass Trail (extending Longview Trail to the south trailhead of Ash to Kings Trail) and the Capital to Tahoe Trail (eastern end launching from the top of Ash to Kings). The trailhead, parking and road improvements I think bring order to chaos in the current state of affairs, and provide a springboard to improve access up Kings Canyon to new trails. I hope that someday Kings Canyon Road will be improved up to the south trailhead of Ash to Kings, and more parking allocated up the road. I recently drove up Kings Canyon Road toward Ash to Kings trailhead. The road remains a disintegrating remnant.

I acknowledge the challenged waterfall trail loading described by residents and visitors, and concerns about environmental impacts in the waterfall area. I still think the project adds many useful features to waterfall access and makes the road safer. Speeding drivers deserve enforcement there, and I'm concerned about adequate enforcement. I encounter them as aggressive drivers press from behind or pass after my trail work or hiking there. I see deer early in the day on the road a lot, and this needs attentive drivers with wildlife warning lights. Walkers and hikers heading up Kings Canyon need a shoulder or shared-use corridor to be safe. Gate locking into the parking after hours hopefully limits parties there, which should be explicitly prohibited with penalties. Restrooms set back more as planned from the residents remove any excuse to go knock on residents' doors asking for favors.

One could try to choke down the use of this wonderful trail and related trails accessed from the trailhead, but that is contrary to the value of trails. I think the current state of affairs is a developing mess. The trail itself needs more

respect by users and hardened features that mitigate hiker abuse. I wish for some effective capacity-limiting design or active measurement of waterfall trail loading that would caution arriving visitors about trail congestion. I respect the constructive and eloquent concerns of residents offered about the project. Yet in the balance of private vs. public interests, the Kings Canyon project seems right to me. I picture the status quo and the future of doing nothing, including effects on nearby residents, with more visitors unceasingly discovering the Waterfall Trail.

I wish for a successful project. I'm devoted to help link this area into the larger Eastern Sierra trails complex. If Muscle Powered could help with the trail realignment when the time comes given our capacity, I would favor it.

Respectfully,

Pete Doenges  
Muscle Powered  
Hike Lead  
Crew Lead  
Trails Coordinator  
Board Member

Peter & Vicki Doenges  
[REDACTED]  
Carson City, NV 89703-4843  
Mobile: [REDACTED]  
Home: [REDACTED]  
[REDACTED]

## Exhibit K

### PUBLIC COMMENT

### LATE MATERIAL

Good Morning Dirk,

I live on Carson City's west side not far from Kings Canyon Road and the Waterfall Trailhead. I'm an avid hiker and trail builder / maintainer with Muscle Powered. I favor the Kings Canyon Road and Trailhead improvement project, and want to lend support in the record. I value the amazing trails around here and improved trail access.

I plan to join the livestream of the RTC meeting today for discussion of this project:

NOTICE OF MEETING OF THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (RTC)  
<https://www.carson.org/home/showdocument?id=71350>

I will attend the Open Space Advisory Committee and Parks Commission joint meeting on June 15 in support. I appreciated your project overview and timeline after my close forwarded by Chelsea Kincheloe. I reviewed details in the following links on the 70% design, plus the letters from citizens in the above meeting document (p31-50):

Kings Canyon Road and Trailhead 70% Design Plans  
<https://www.carson.org/home/showdocument?id=71128>  
Kings Canyon Road 70% Right-of-Way Plans with Aerial  
<https://www.carson.org/home/showdocument?id=71130>

I spend significant time in Carson's westside foothills and mountains hiking, occasionally biking, and doing a lot of trail work. The area is fantastic! The connectivity, active transportation, nature and wildlife immersion, recreation, and public safety strengthened by the Kings Canyon project are valuable for all of us — and especially now.

I personally support the Kings Canyon project, recognizing there are many issues from visitor and resident perspectives. I back the Muscle Powered letter in support of this project and its fine summary of the values of these proposed improvements. This project brings useful new features to waterfall access, while serving a sometimes crowded narrow trail. I like the parking confined in the new space, restrooms, ADA access, providing for through-vehicle movement and visitor drop-off, and accommodating equestrian users plus hikers and bikers. I recommend that road parking near trailhead be disallowed, hopefully mitigating excess trailhead loading. I like the bike lane allocated and marked on the uphill side of the road, and the shared-lane biker markings down the road. I hope drainage and erosion problems around the trailhead will improve with all the work on terrain around the site.

As Trails Coordinator for Muscle Powered, I see the Kings Canyon project as strengthening support for trail user access to and interconnectivity with Ash to Kings Trail, plus the planned Lincoln Bypass Trail (extending Longview Trail to the south trailhead of Ash to Kings Trail) and the Capital to Tahoe Trail (eastern end launching from the top of Ash to Kings). The trailhead, parking and road improvements I think bring order to chaos in the current state of affairs, and provide a springboard to improve access up Kings Canyon to new trails. I hope that someday Kings Canyon Road will be improved up to the south trailhead of Ash to Kings, and more parking allocated up the road.

I acknowledge the challenged waterfall trail loading described by residents and visitors, and concerns about environmental impacts in the waterfall area. I still think the project adds many useful features to waterfall access and makes the road safer. Speeding drivers deserve enforcement there, and I'm concerned about adequate enforcement. I encounter them as aggressive drivers press from behind or pass after my trail work or hiking there. I see deer early in the day on the road a lot, and this needs attentive drivers with wildlife warning lights. Walkers and hikers heading up Kings Canyon need a shoulder or shared-use corridor to be safe. Gate locking into the parking after hours hopefully limits parties there, which should be explicitly prohibited with penalties. Restrooms set back more as they are from the residents remove any excuse to go knock on residents' doors asking for favors.

One could try to choke down the use of this wonderful trail and related trails accessed from the trailhead, but that is contrary to the value of trails. I think the current state of affairs is a developing mess. The trail itself needs more respect by users and hardened features that mitigate hiker abuse. I wish for some effective capacity-limiting design or active measurement of waterfall trail loading that would caution arriving visitors about trail congestion. I respect the constructive and eloquent concerns of residents offered about the project. Yet in the balance of private vs. public interests, the Kings Canyon project seems right to me. I picture the status quo, and the future of doing nothing, including effects on nearby residents, with more visitors unceasingly discovering the Waterfall Trail.

I wish you a successful project. I'm devoted to help link this area into the larger Eastern Sierra trails complex.

Respectfully,

Pete Doenges  
Muscle Powered  
Hike Lead  
Crew Lead  
Trails Coordinator  
Board Member

Peter & Vicki Doenges

[REDACTED]  
Carson City, NV 89703-4843  
Mobile: [REDACTED]  
Home: [REDACTED]  
[REDACTED]

## Exhibit L



### Pine Nut Mountains Trail Association

P.O. Box 3012  
Gardnerville, NV 89410

June 12, 2020

Public Comment

LATE MATERIAL

Bruce Scott  
Open Space Advisory Committee  
3303 Butti Way  
Carson City, NV 89701

Dear Mr. Scott,

On behalf of the Pine Nut Mountains Trails Association, I write to offer our continued support of the OHV recreation project at Prison Hill.

Prison Hill affords a unique set of valuable assets to the local and visiting riders. The terrain is so interesting that even a short loop trail is enjoyable. The rock formations are such that the trials bikes and 4WD community can enjoy the space as a public park as well! It is a great place to take the kids to learn to ride and keep an eye on them.

We also support the work that has been done through the National Off Highway Vehicle Conservation Council (NOHVCC), funding both through the Federal Recreational Trails Program and the Nevada Off Highway Commission Grant program, where members OHV registration dollars are being spent on improvements to areas we already enjoy.

Thank you for all the work you have been doing to make this an ideal destination for anyone wanting a special, unique area to ride here in Nevada.

Sincerely,

Jon Allen  
President

cc: Gregg Berggren

*The Pine Nut Mountains Trail Association is chartered with the mission to promote activity reasonably related to the preservation and promotion of public access, including motorized vehicles, equestrian and human powered activities. Promotion and preservation of motorized vehicle access includes trail maintenance and construction, trash removal, fundraising, education of the public, promotion of trail etiquette and responsible use, safety awareness, fun rides, family and group activities.*

## Exhibit M

## PUBLIC COMMENT

VICKI S. PRESTON

Carson City, Nevada 89703

## LATE MATERIAL

June 9, 2020

Brad Bonkowski  
Lori Bagwell  
Mark Kimbrough  
Charles Macquarie  
Gregory Stedfield  
Carson City Regional Transportation Commission  
City Hall  
201 N. Carson Street, Suite 2  
Carson City, NV 89701

Dear Commission Members:

## NV FLAP 39(1) Kings Canyon Road and Trailhead Project

This letter is sent as a response to the 70% preliminary design plans for the road project to begin on Kings Canyon Road in 2021 and to express my concerns about some of the details of this project.

First, I want to thank the Carson City public works and park employees who recently met with me and my neighbors. They were very professional, answered our questions and found some of our suggestions helpful.

As a forty year resident in the Kings Canyon neighborhood, I have witnessed or seen the results of: many car and bike accidents involving deer and/or speed; major fires that burned thousands of acres and many homes; and flooding that moved tens of thousands of cubic yards of dirt from the canyon to downtown Carson City.

### Parking Lot at Trailhead

As a member of the Kings Canyon Fire Safe Council, I advocated for years for a turnaround at the top of Kings Canyon Road to enable fire trucks to be able to turn around. That need became quite apparent on July 14, 2004 when a Carson City fire truck and another emergency vehicle burned in the Waterfall fire because they were trapped and could not get out. I am very happy that this project includes a large enough parking area for fire trucks to turn around.

I am concerned, however, at the number of parking spaces that are on the most recent map. The 30 spaces in the currently proposed map will only invite overuse and crowding of the Kings Canyon Waterfall Trail. Recently, there have been accidents on that trail. I made the suggestion to reduce the number of parking spaces to 25 with them being at an angle instead of head on. This not only allows for easy access and departure, it also provides for more room for fire trucks to maneuver the one-way parking area and road when the need arises in the future.

**"Dry Hydrant" Water Storage Tank**

In addition to the turnaround, I also advocated for and discussed the need for a water storage/holding tank that could be buried somewhere at the top of the canyon, ideally near the creek. Today, I spoke to Rod Rummel, Wildland Fuels Management Officer with the Carson City Fire Department. He stated that a tank would hold approximately 10,000 gallons of water. Our fire trucks hold 350 to 1,500 gallons of water. Currently, there are three water storage/holding tanks of this type in the Mexican Dam area, Pinion Hills area and in Clear Creek.

We do not have city water or fire hydrants in Kings Canyon. When we lose power, we lose the ability to run the pumps to our wells. That was a huge problem during the Waterfall Fire when fire trucks ran out of water fighting fires to save homes. Many homes were lost in this canyon. This "dry hydrant" storage tank would provide an invaluable supply of water to battle these fires in the future. This idea would necessitate collaboration with the Carson City Fire Department. There may be grants through the Nevada Division of Forestry that could help defray the cost to purchase a tank which might only be a few thousand dollars. Maybe this would be the time to consider installing this type of water tank in coordination with the design of this project.

**Speed and Deer**

Another consistent problem on Kings Canyon Road is the speed at which vehicles travel. Yesterday, with three city employees, myself, my husband and son witnessed a car slam on their brakes to avoid a deer just above the culvert where the creek goes under the road. There was a pedestrian walking up the road directly across from the car. During our meeting, at least four deer crossed the road at that blind corner. The proposed design reduces the speed from 35 mph to 25 mph. That will be advantageous if it is enforced by Carson City Sheriff's Office. Strategically placed speed radar feedback signs or similar caution signs would be helpful to alert motorists of this danger.

**Our Property located at 3550 Kings Canyon Road**

Currently, the 70% design layout would require a few of our mature trees to be removed due to the widening of the roadway closer to our property. In the past five years we have had our driveway flooded and destroyed due to water coming through the culvert at Canyon Drive. This design eliminates that culvert under Canyon Drive and installs a diagonal culvert under Kings Canyon Road above Canyon Drive. With this proposed diversion of water above our property, it greatly reduces the need for a storm water drainage ditch along our property. Yesterday we discussed replacing the ditch with a rounded curb and gutter pan. This would minimize the impact to our property and trees as well as being more sensitive to bikers and pedestrians. This change is acceptable and more preferable to us as homeowners.

I hope these comments can be considered and given to both Public Works and Parks and Recreation/Open Space. Thank you for your time and patience with our concerns.

Sincerely,

*Vicki S. Preston*