

# Kings Canyon Road and Trailhead Project Public Comment and Responses

**LATE MATERIAL**

TOPIC	NO.	COMMENT	RESPONSE
General	1	Desire for a project which facilitates access without increasing harm for all users and inhabitants of our community and the canyon. A safer road (parking area to Longview Drive) must be the major component in the equation.	We agree. It is the desire of the City and Central Federal Lands as well. Carson City will make improvements to the lower (eastern) portion of Kings Canyon Road between the end of this project and Longview Way as funding allows.
General	2	Revise the schedule for implementation of this project until current safety issues at the trailhead can be addressed.	This project is meant to better manage the current parking issues, including those associated with safety at the trailhead. The current schedule is to construct the project in 2021.
General	3	Provide a water storage tank near the parking area for use by the fire department in an emergency.	While not part of this project, the City has investigated potential tank options and sources. Funding has not been identified at this time to purchase, transport, or install the tank; however, the City would be willing to partner with residents in the area to facilitate installation of the tank.
General	4	The initial grant application was submitted without notice or consultation to the property owners.	The initial grant application was presented to, and approved by, the RTC Board of Commissioners in November 2017. The Memorandum of Agreement (MOA) was executed by the RTC Board in August 2018.
General	5	There has been a lack of public input on this project.	A summary of the public notices is as follows: - September 2018, the City sent a letter to 51 property owners who use this portion of Kings Canyon as access to their homes. The letter introduced the project, informed residents that survey teams may be on site, and solicited comments and feedback. - In October 2018, Public Works and Open Space staff met with the two property owners abutting the trailhead. - In April 2019, the City received 30% design plans, a second letter was sent to the same property owners, informing the public that plans are online and available at the library and at public works. The letter invited the residents to meet with staff. - Plans were presented to the RTC, Park Commission, and Open Space Advisory Committee in October and November in 2019. - February 11, 2020, a third Letter was sent regarding stakes being placed on property. - May 22, 2020, a fourth letter was sent to abutting properties and surrounding properties regarding 70% design plans informing residents that plans are available online and that staff was happy to meet on site or virtually. - August to January, coordination with individual property owners related to right-of-way. - January 27, 2021, letter was sent to abutting and surrounding properties regarding 95% design plans.
Parking Area	6	Move the trailhead parking area farther south into Forest Service land.	The location of the parking lot is extending to the south from its current location to accommodate additional parking area. The area will be within the jurisdiction of Carson City, allowing the City to enforce parking restrictions and limit nighttime uses through a management agreement with the US Forest Service. Currently, the City does not have an agreement with the US Forest Service and has limited enforcement power.
Parking Area	7	Prevent parking along the road for 1000 feet prior to the parking area with signage and tow-away zones to ensure access for emergency vehicles.	The City has coordinated with Central Federal Lands to include curbing, steeper roadside slopes, and additional "NO PARKING" signs along both sides Kings Canyon Road leading up to the parking area.
Parking Area	8	Make the trailhead parking lot one-way.	The City has coordinated with Central Federal Lands to refine the design, making the parking lot one-way.
Parking Area	9	The traffic controls are insufficient to support the current usage of the trail. Additional parking and perhaps other facilities are needed.	This project will improve the existing constraints at the trailhead by providing a designated parking area that allows for the management of vehicles, pedestrians, and emergency activities.
Parking Area	10	Once there is a formal parking lot, then please enforce no parking along the road.	Agreed. The Parks Department and the Sheriff's Office will work to enforce the planned 'NO PARKING' areas.
Parking Area	11	30 parking spaces is too many parking spaces for the trailhead parking area. People only park for a short time to visit the waterfall.	The number of parking spaces was based on typical observed and anticipated use of the existing trailhead area, prior to COVID-19. The parking area not only serves the Waterfall Trail, but also provides parking for other trails that start at this location as well as additional backcountry access into Forest Service public land. The revised design reduces the parking lot to approximately 25 parking spaces.
Parking Area	12	15 parking spaces is all that is needed.	Please see previous comment number 11 regarding the number of parking spaces.
Parking Area	13	Provide area for two trailers to park.	A parking area for OHV trailers or other trailers is being provided.

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Parking Area	14	There is no need for restrooms or vault toilets at the parking area.	Some residents have expressed concern that with current visitation numbers, there could be a health risk associated with lack of restrooms. The addition of restrooms addresses this concern. The restrooms are also being requested/required by the USFS as standard practice based on the visitation numbers to the trailhead.
Parking Area	15	Vehicles are parking on the side of the Kings Canyon Road and blocking the road creating an unsafe situation.	Agreed. The parking area will provide a larger, designated area for vehicles to park. 'NO PARKING' signs will be placed along the sides of Kings Canyon Road near the parking lot.
Parking Area	16	There is no supervision or enforcement of the current parking area to protect adjacent landowners.	See responses to comments number 6 and 10.
Parking Area	17	Equestrians rarely use the road. Why are we providing parking for equestrian trailers?	The trailer parking area will accommodate all types of trailers including OHV trailers, not just equestrian.
Roadway	18	Resurface the road using the same 24' width to keep the driver's attention elevated to pedestrians and bicycles on the road.	The roadway will be fully reconstructed with new aggregate base and pavement. The pavement width will be 26' in accordance with nationally accepted design standards as developed by the American Association of State Highway and Transportation Officials (AASHTO). A width of 26' is a reduction of 2' from what was shown on the 70% plans.
Roadway	19	The proposed roadway width of 28' is wider than the lower (eastern) portion of Kings Canyon Road creating a dangerous bottleneck between two wider sections.	The roadway width will be changed to 26', which is only about 2' wider than the existing roadway section and 2' wider than the lower (eastern) portion of Kings Canyon Road between the end of the project and Longview Way. Roadway improvements to this lower section will be considered as part of Carson City's Pavement District projects listed in the CAMPO 2050 Regional Transportation Plan and 5-year Capital Improvement Program (CIP).
Roadway	20	Vehicles are less likely to move over and generally provide less passing distance on roads with centerline striping as compared to roads with no centerline striping.	<p>Some studies do appear to indicate a decrease in the space a vehicle provides when passing a bicycle. These same studies, along with other research have shown that buffered or protected bike lanes are safer for the cyclist than a conventional bike lane; however, there are other benefits to providing some form of bicycle facility along a roadway, including a paved shoulder. These include:</p> <ul style="list-style-type: none"> <li>- Creating a more predictable traffic environment by reducing conflicts.</li> <li>- Improving safety for the cyclist by reducing the chances of being impacted from the rear.</li> <li>- Increasing the bicycle rider's comfort.</li> <li>- Visually alerting drivers to the presence of bicycles.</li> </ul> <p>The National Association of City Transportation Officials (NACTO) <i>Urban Bikeway Design Guide</i>, and the AASHTO <i>Guide for the Development of Bicycle Facilities</i> each describe the benefits and typical application for bicycle facilities.</p> <p>Given the concerns related to the bike lane, and the current lack of bicycle facilities between the project limits and Longview Way, the City has directed Central Federal Lands to <u>not</u> stripe the 4' shoulder as a designated bike lane at this time. The shoulder area can be used by bikers, walkers, or equestrian users; however, Carson City is committed to improving bicycle access to all areas of the City for all types of users.</p>
Roadway	21	If stripped, the road will be less comfortable for most bicyclists.	The proposed striping and will provide additional space for other road users outside of the vehicle travel lanes.
Roadway	22	Do not stripe the road.	Central Federal Lands requires the road to be striped. The roadway will be striped with centerline and edge line striping. Striping increases safety and provides additional guidance to drivers when visibility is poor such as at night or in bad weather.
Roadway	23	Current design steepens the existing driveways.	We have worked with Central Federal Lands to ensure that driveways are not being made excessively steeper than the existing, pre-project condition.
Roadway	24	How will my driveway and driveway culvert be effected?	All the driveways along Kings Canyon will be reconstructed, pending right-of-way agreements. Driveways will either be asphalt or concrete depending on the existing pavement material. All gravel driveway approaches will be paved, unless otherwise requested by the property owner. Each driveway will get a new culvert where drainage flows.
Roadway	25	Please provide a turnaround at the end of the paved road to enable fire trucks to turn around.	We have coordinated with the Fire Department to ensure they can turn around. They will always have access to the parking area, even after hours when the gates are closed.



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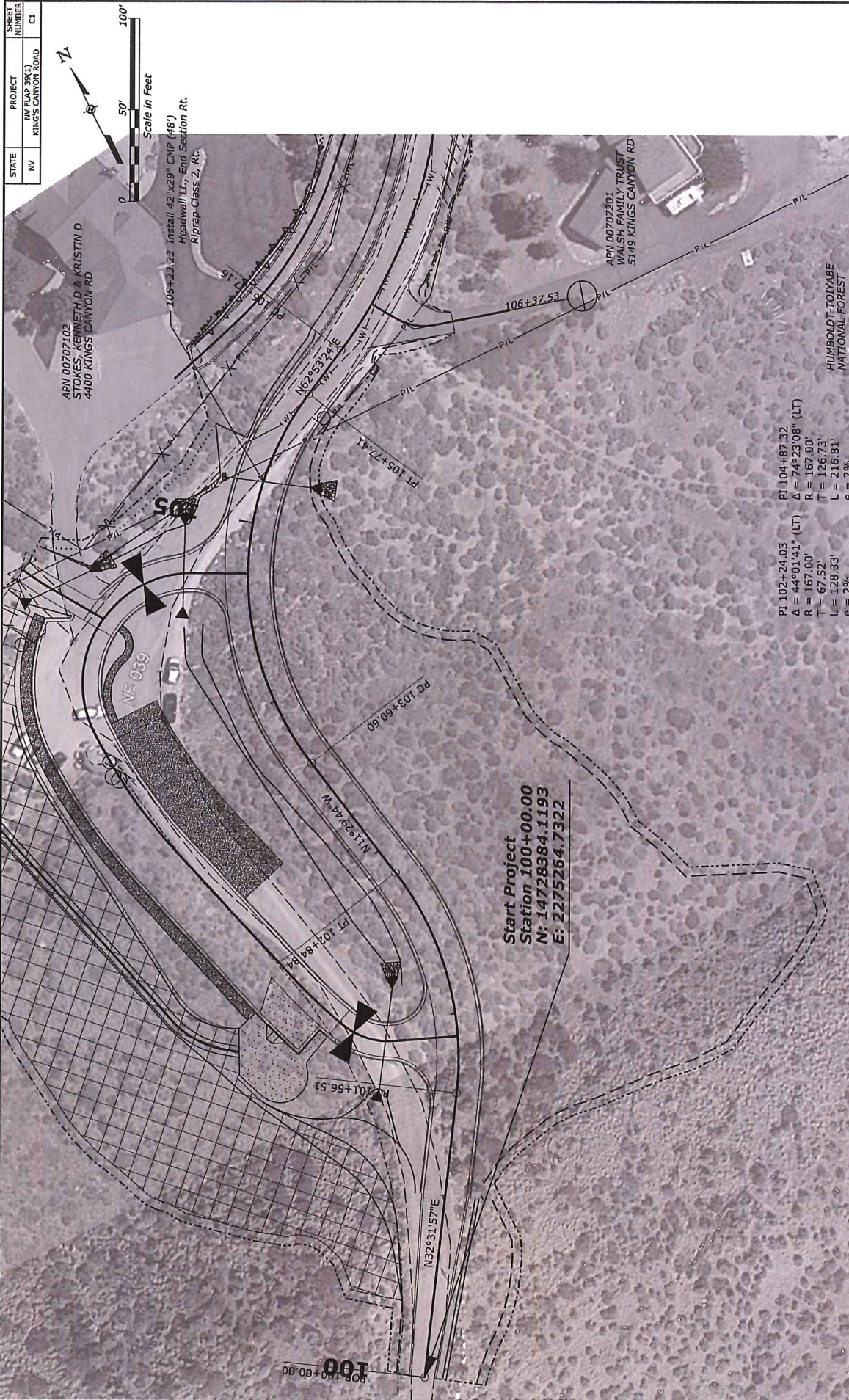
Roadway	26	Please look at ways to limit impacts to existing trees and other features along my property.	We have worked with Central Federal Lands to limit impacts to specific trees or other features located within City right-of-way. Additional coordination is anticipated to occur during construction.
Roadway	27	This is a scenic road and the turns prevent cars from going any faster. Straightening the road will increase speeds.	The roadway alignment is not changing significantly. None of the curves are being straightened.
Roadway	28	The lower portion of Kings Canyon Road between the end of this project and Longview is unsafe and improvements are needed before completing this project.	The lower (eastern) portion of Kings Canyon Road between the end of the project and Longview Way will be considered as part of Carson City's Pavement District projects listed in the CAMPO 2050 Regional Transportation Plan and 5-year Capital Improvement Program (CIP).
Roadway	29	Coordination with the Carson City School District is needed regarding school bus access.	Carson City staff discussed the project with the School District in 2018. At that time it was identified that buses turned around at the paved loop area near 4902 King Canyon Road. Subsequent conversations with the school district in June 2020 indicate that access into Kings Canyon is difficult for a variety of reasons including snow, the narrowness of the road, and the lack of a turn-around at the top of the road. The loop area is being repaved to allow a bus to turn-around. Should buses continue to the top of the road, they will be able to utilize the parking area when the gates are open. If the gates are not open, sufficient space is provided in accordance with the Fire Code to perform a three-point turn.
Speed	30	Vehicle Speeds on Kings Canyon Road are too high. They will continue to increase once the project is completed.	Speeding is a concern all around Carson City. The posted speed limit will be 30 mph, a reduction of 5 mph from the existing condition. Vehicle speeds are a concern on this road because of the steep gradient of the road. Striping and the installation of guideposts will have some minor effect on reducing speeds.
Speed	31	Provide ways to slow vehicles, including installing a speed feedback sign on Kings Canyon Road.	Additional signing and striping will be provided. Installation of speed tables or rumble strips are effective at reducing speeds, but always cause additional noise and associated complaints. Placement of roadway obstructions such as median islands will require additional right-of-way and will increase the cost of maintaining the road. Providing parking along the sides of the road is another method used for reducing speeds; however, there is not a need for parking along most of the road and it would require additional widening the road.
Creek	32	The upper creek crossing culvert is too large.	The culvert being proposed at the upper creek crossing is designed to minimize the potential of water from overtopping the roadway, washing out the roadside ditches, and flooding adjacent properties. The culvert is sized to keep water in the existing creek channel for the designed storm event.
Creek	33	The lower creek crossing is a pinch point and it is difficult to see other vehicles, pedestrians, bicycles, and deer.	The proposed design slightly alters the roadway alignment and widens the pavement to better match the proposed section. Through the construction, many of the bushes will be removed at the creek crossing increasing sight distance around the curve.
Creek	34	Why is the City reconstructing the lower creek crossing if they just did it a couple of years ago?	The work a couple of years ago installed a 4'x4' concrete bypass channel to accommodate higher flows in the creek. That channel will remain and not be reconstructed.
Visitors	35	There is a general lack of enforcement of the trail and trail system. People are littering and carrying out other activities that harm the environment and creek.	While the City cannot control the numbers of people who are using a public road to access public lands, we can, and are, committed to management and maintenance of both the trailhead and the trail. Recently the Parks Department completed trail maintenance including widening of the trail, decommissioning of social trails, and construction of a rock wall near the waterfall in order to complete safety enhancements. In November we will be decommissioning the social trail adjacent to Kings Creek, replacing missing signage, and repairing fencing. Further, we are working on a future installation of a surveillance camera at the waterfall so that we can have 24/7 real-time visual of activities at that location. The planned trailhead improvements will organize what is currently a somewhat chaotic parking situation, and the City will have the ability to close gates at night. A well-managed and maintained trailhead/parking lot tends to affect behavior in a positive way. Lastly, The Parks Department received approval to hire a third Park Ranger which will give the City additional patrolling ability.
Visitors	36	Increased visitation to the area and backcountry use will increase the risk of fire.	Public lands are open for the public's use. Providing a larger, dedicated, paved parking area will assist in the management of vehicles and limit the potential for vehicles looking for places to park off the road in vegetated areas.

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Visitors	37	Increasing the size of the parking lot will increase the use of the trail.	The parking area serves and provides access to public lands. The area is well known to the residents of Carson City and open for the public's use. City staff and nearby residents have observed that the number of cars currently parking in the area exceed the available parking. Providing a new parking area will assist with the management of vehicles and provide safer access for all open space users.
Visitors	38	Provide a JAC bus route from Carson Middle School or other community facility in Carson City to the parking area.	The RTC completed and approved the Transit Development and Coordinated Human Services Plan in 2019. Demand for additional service up Kings Canyon did not arise as a critical service need, so was not included as either a short- or long-term transit need. Transit services accessing federal land is an eligible use of FLAP funding, and a future FLAP grant funding could potentially be applied for, should this become a priority for the City. There are other considerations to take into account, including: transit bus noise impacts, water quality impacts of additional trail use, ability of Parks Dept. to manage additional use and large groups.
Visitors	39	The City's drinking water quality is being effected by people walking along and into the water of the creek near the waterfall.	With more traffic, both human and domestic animals, it will become more imperative that we more closely monitor the activities in and around the waterfall area. More education is needed for public awareness of the sensitivity of this area. We are currently working on a Watershed Control Plan that address and protects the Ash and King's Creek drinking water intakes as part of our continued compliance with the Nevada Division of Environmental Protection.
Visitors	40	The number of visitors are effecting the condition of the waterfall trail and the environment around the waterfall trail.	The City has hired a contractor to make some improvements to the upper portion of the trail, including construction of a short section of wall in order to stabilize the upper-most portion of the trail. Work will also include placement of large rocks on the north side of the waterfall to help stabilize that slope and decommission social trails. Public Works is also working with Carson City IT Department to identify the feasibility of placing a camera at the waterfall.



LATE MATERIAL



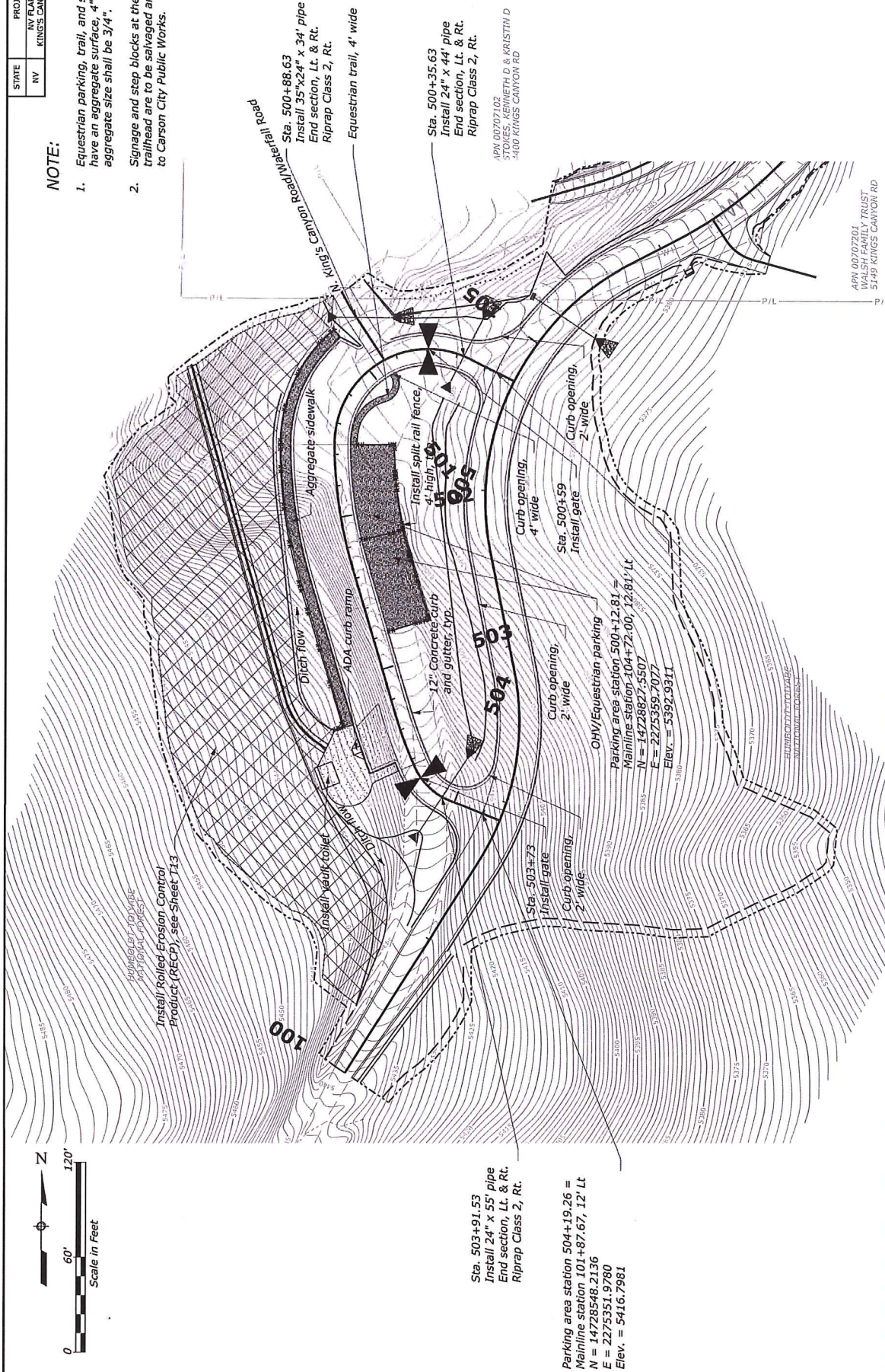
KING'S CANYON ROAD  
PLAN SHEET  
100+00.00 to 106+50.00



STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	D1

A scale bar labeled "Scale in Feet" with markings at 0, 60, and 120 feet.

1. Equestrian parking, trail, and sidewalk shall have an aggregate surface, 4" depth. Max. aggregate size shall be 3/4".
2. Signage and step blocks at the existing trailhead are to be salvaged and returned to Carson City Public Works.



# KING'S CANYON ROAD PARKING LOT LAYOUT