



Public Comment Summary

Public Workshop/EIR Scoping Meeting – May 21, 2012

Website Comments – Up to August 8, 2012

This document summarizes comments received during the first public workshop for the Carnegie SVRA General Plan and comments received through the website (www.carnegiegeneralplan.com). Comments are summarized and grouped by topic. When two or three people provided a similar comment, the term “(several)” was added to the summarized comment. When more than three people provided a similar comment, the term “(many)” was added to the summarized comment. While this summary attempts to be thorough, it may not contain every comment. If you feel that your viewpoint was not represented, or was represented incorrectly, please submit additional comments to the planning team through the general plan website:

<http://www.carnegiegeneralplan.com/contact-us>

GENERAL

PROCESS

- Get rider/user input on the general plan development. (many)
- Let the users of the Carnegie OHV Park determine how the Park is to be run, there should be a Citizens Advisory Board such as Carnegie Forever to be an integral part of how the Park is managed & how our OHV money is used/ misused.
- Create a successful plan by analyzing long-term benefits for rangers and staff.
- Listen to all stakeholders.
- Concerned that the EIR should be approved by an independent agency to avoid an OHV bias.
- Create a plan which best serves the majority of users.
- Surveys
 - Study all potential impacts thoroughly for at least a five-year long period of time, to account for variations in seasons, rainfall and other factors that affect plant and animals.
 - Full animal and botanical surveys should be done for the entire property over a 5-year period.
 - Avoid using spot surveys.
- The EIR used for this project should be a Project EIR rather than a Program EIR.
- EIR should address total impacts to-date, of the operation of motorized OHVs on Carnegie SVRA plant and animal populations and their critical habitats and conduct an analysis of those foreseeable cumulative impacts to the Alameda-Tesla property. Restarting the impact clock from today and on is not appropriate or legal under CEQA.

- Schedule meetings where riders can talk and give advice. Because most riders work during the week the meetings should take place after 6:00 p.m.

Alternatives

- Include alternatives that avoid off-road impacts to rare native California prairie alliances – rarity defined by rules of membership from Manual of California Vegetation, Volume 2. Include in these alternatives non-vehicular (hiking, mountain biking, horse) recreational options and experiences, including quiet and the chance to hear the sound of the natural site.
- Evaluate an alternative that includes no OHV use. (several)
- Review the possibility of purchasing more land south of Carnegie rather than expand onto the Alameda. Sell this land to some foundation or the EBRPD.

Data/research:

- Provide a finer-scale inventory of native and annual grassland on the alliance level following Manual of California Vegetation, Volume 2 (MCV₂).
- Getting annual grassland as part of the site biological inventory really helps in the planning.

Environmental concerns:

- Concern that off-road vehicle recreation may be incompatible with natural habitat and resource protection. (many)
- Consider neighboring contaminants, including ranch waste.
- Be realistic about sediment in a creek that only runs once every 10 years.
- Concern that expansion of the OHV use to the west will damage the historical importance of the area.
- Quantify impacts to native plant resources as part of the EIR.
- The present Carnegie is an eyesore and an ecological desert.
- Protect as much as possible.
- The EIR should cover:
 - Alternative uses and comparative impacts.
 - Accumulative impacts.
 - Possible mitigating factors.
 - Particulate matter analysis.
 - Analysis of soil erosion.
 - Sedimentation to streams.
 - Destruction of habitat and loss of bio-diversity.
- Concern about soil erosion, sedimentation, and loss of top soil.
- Sediment and oil pollution in the watershed and into first and second order streams.
- Expansion would have large-scale impacts on the natural landscape and water resources,

biological resources, cultural and historical sites and resources, and educational and recreational resources that should be used for the benefit of a much larger portion of the regional population.

- Even with attempts at restoration and mitigation, environmental damage will continue from OHV. Don't want to see OHV on Alameda -Tesla properties.
- Increased amounts of greenhouse gases to the environment due to additional OHV use, traffic to and from the Carnegie park facility, as well as tree and vegetation removal.
- Concern about the loss of listed plant and animal species due to OHV use by:
 - splintering and fragmenting the landscape and species' critical habitat,
 - destroying and altering habitat in which animals live,
 - damaging vegetation by trampling, crushing and uprooting plants and killing animals and destroying plants by running over them,
 - creating noise that disturbs wildlife and impacts their life activities,
 - spreading invasive weeds, non-native plants and seeds, and
 - destroying soil composition and compacting soils.
- Consider the cultural impacts to the historic Tesla townsite.
- Scientifically evaluate the effect of water crossings on the long-term impact downstream.
- Noise and trail management issues that result from motorcycle use of trails and habitat.
- Destruction of land, creation of dust pollutants. water contamination in the Tesla region.
- False information about OHV leads to it being blamed for global warming. Compare OHV with perceived "green" sports like kayaking or wilderness hiking which require long car trips. In addition, environmental problems are associated with impervious surfaces, which are not prevalent in OHV. OHV should not be blamed for bad water quality. Using paving stones along the fire roads would cause greater environmental harm due to heightened erosion.
- With global climate change, focus on recreation that doesn't burn gasoline.
- Concern about noise pollution, erosion, habitat destruction and the tacit encouragement of fossil fuel burning mechanical subjugation of nature.

RESOURCES

- Use resources from California Native Plant Society, Audubon Society, and hunting groups to determine richness of biological resources.
- Consider a plan that benefits most people in California and minimal changes to the land as a natural resource. Evaluate all potential uses in light of preserving open space and preserving the property that has historical value to the people.
- Keep the history. Town of Tesla and the factory and the workers what they made bricks, pipe and siding.

Key resources include:

- Carnegie SVRA and the Alameda-Tesla Expansion Area are within the Corral Hollow Botanical

Priority Protection Area. It contains high-value botanical resources.

- Great scenery.
- Terrain. (many)
 - Challenging and scenic terrain.
 - Amazing terrain.
 - Exceptionally challenging terrain/trails and hillclimbs.
 - Vast terrain.
- Safely distant from cell phone reception and video games to allow for outdoor/family activity.
- Personal connection to the history through ancestors who lived or worked in this area. (many)
 - Our family descends from one of the early Chinese families noted in the 1890 census and possibly a full decade or more prior. It's a great privilege to bring my children to the location of their great-great grandfather's birth.
 - A couple of years ago I went on a tour through the Carnegie/Tesla area and as you can imagine, it brought an incredible fascination as to what it must have been like in this area for my family in the early 1900's.
 - The descendants of families who lived at Tesla in the old mining days do not want the valley of Tesla ruined.
 - I have many family members who lived and worked there, including my grandmother and great grandfather. Let the site stay just as beautiful as it was back then.
 - My great grandmother died in Tesla and our family hopes that this valley remains peaceful and tranquil, as it should. Please think of the descendants of the families who you affect when you step all over or in your case, ride all over our beautiful valley, where people lived, loved and died.
 - My father and aunt lived the first 8 years of their lives in Tesla. My grandfather worked in the mines. I have visited this historical site and would like for it to stay as is, and be worked by archeologists.
 - My family members lived and worked in Tesla in the terra cotta industry helping to make beautiful buildings. It may not seem like much to people who don't realize how much they did to rebuild the amazing buildings after the earthquake in San Francisco, but it means a lot to me.
 - My great grandfather worked in the mine at Tesla and my grandmother was born in Tesla in 1899. I hope you will be protecting this historic site.
 - My great grandfather was born and raised on this land in the old town of Tesla. In fact, I just found out my great, great grandmother passed away on this land. Out of respect for the people of Tesla and my own ancestry, I please protect this land. A park with trails would be my vote well over a motor bike park. If you had ancestry on these hills wouldn't you wholeheartedly push to preserve this historic land?
 - I am part of a family with roots in Tesla's past. Family memories of the place make it as important to us as anyone else's homeland is to them - especially since so many other family places have already been dug up, plowed under, or paved over.

- My Father, Henderson England McGee (1904-1988), and aunt, Agnes McGee Connolly (1907-1993) were born in Tesla. This area of the Tesla town and mines should be preserved and free from off-terrain vehicles and other recreational vehicles.
- I am a descendant of a man who was a blacksmith at Tesla.

Key resources at Alameda-Tesla Expansion Area include:

- Great biodiversity.
- Historical sites. (many)
- Valuable habitat for animal and plant species. (many)
- Physical artifacts from the community of Tesla and the mining and industrial activities, including building foundations, clearly visible building sites, small objects from the habitation of the town site, physical evidence of mining and railroad activities, and portions of the original stage road between Livermore and Tesla.
- Artifacts showing use by Native Americans, including petroglyphs dating back 5,000 to 10,000 years and bedrock grinding stones. Also artifacts yet to be discovered.
- Sacred trails in the Tesla town site.
- Golden eagles, roadrunners, kangaroo rats, badgers, bobcats, etc.
- Historic town sites sacred to descendants of those who once worked, lived, and played there over a hundred years ago.
- History of area.

Resource management:

- Protect the land.
- Protect endangered flora and fauna.
- Don't allow off-road tracks on Native American burial sites.
- Historical locations and artifacts across the entire area proposed for the expansion be located, identified, catalogued, and preserved for the benefit of all Californians.
- It is not possible to preserve the historical and cultural sites without preserving the context. The historical and cultural sites are incompatible with the noise, dust, and visible damage to the landscape that is inherent in off-road vehicle activity.(several)
- Prehistoric sites, historic sites, and the surrounding environment must be treated as a whole.
- Preserve and protect this property. (several)
- Preserve Tesla and Pottery sites as historic sites where we could step back in time to view and understand the history of the region.
- Don't disturb the Tesla historic sites. Enough surrounding area must be preserved and restricted to hiking so that the history and natural beauty can be appreciated.
- Encourage growth of trees along the roadway and on slopes between trails and the roadway. More trees everywhere would be desirable for shade and erosion control.

- Protect the critical "arch" site and the historic use areas.
- Management of the creek.
 - Reopen the creek bed during times when the creek is dry.
 - The "creek bed" issue needs to be addressed, and reopened with science-based documentation to support that reopening.
 - I believe the park has done a good job to take care of environmental concerns by closing the creek bed and fencing it off even though it took away a lot of the only flat riding areas.

CARNEGIE EXPERIENCE

- Preserve the history and tradition of Bay Area riding. Promote riding and foster the sport as we do with soccer and baseball locally.
- Keep riding areas open.
- Needs to remain a family-oriented OHV-friendly use area.
- OHV provides disabled persons the ability to access areas which they may have previously seen as out of reach.
- OHV is a growing recreation activity and we need to ensure that the facilities continue to grow with the sport.
- OHV is an opportunity to enjoy freedom and liberty of travel.

Education/interpretation opportunities

- We have learned so much about the wildlife in the park. Kids learn how to respect all animals. The habitat is important to all.
- Provide education on the natural resources, cultural resources, and history of the site.
- Learn about nature.
- More education for new riders.

Events and reasons to visit:

- Celebrate birthdays and holidays. (many)
 - Celebrate New Year's.
 - Celebrate Thanksgiving.
 - Celebrate Mother's Day.
 - Celebrate Father's Day.
- Spend times with friends and family. (many)
- Hillclimbs competitions. (many)
- A place for friends, family, and community organizations to meet.
- Dirt bike poker runs at Carnegie that benefitted the Leukemia and Lymphoma society.

- Adventure.
- Carnegie OHV should be fully supported. It provides a wonderful safe environment for great family time.
- Difficulty of the riding.
- Its challenging, steep, and technical.
- Memorable races and fun times at Carnegie.
- Very good motocross track.
- Great place, great facilities, safe and fun for kids.
- Races.
- Hare scrambles.
- Ride for the scenery.

Current uses enjoyed include:

- Ride dirt bikes. (many)
- Ride motorcycles.
- Use 4x4 area.
- Camping. (many)
- Off-roading.
- View wildlife (deer, hawks, etc).
- Off-road motorcycle training.
- Bring kids to Carnegie and use the PAL dirt bikes.
- Excellent training facility for law enforcement to train for off-road bikes as well as search and rescue training.
- Enjoy nature.
- Enjoy vistas.
- Riding quads.
- Riding easy, scenic trails.
- Exploring trails and riding challenging technical rides along with hillclimbs.
- Hillclimbs.
- Use covered picnic spots.
- Steep technical single track trails. They make Carnegie a unique and challenging place to ride.

Desired future uses include:

- Don't close or decrease the size of Carnegie. (many)
- Carnegie SVRA should remain a motorized park. (many)

- Rethink closing of Waterfall Canyon, and using of Upper Waterfall Canyon. There are plenty of mitigations in place for the various environmental needs and this is prime riding area.
- Reopen the hills on the left side of kiln canyon for more hill climbing opportunities.
- Bring back Water Fall Canyon.
- Bring back Red Rock Canyon.
- Camping. (many)
- Should allow for general (non-OHV) recreation to provide for the demand from population growth.
 -
- More events.
 - Miss the cross-country events, need to get them back.
 - Let clubs put on cross-country events.
 - Hold bigger and better events at the MX track.
 - More kids and adult race events.
 - Set aside part of the park for special events.
- Expand the park for all skill levels.
- ATV training certification programs.
- Hare scrambles may not be good for the trails in the park. Hundreds of riders forced over the same route can devastate a trail.
- I was excited when the new back country trails were opened a few years back and would love to see more new hills opened up in the future with a little more accessible routes to the top, so the younger riders are able to access the hills and get to the top of the mountain to enjoy the view.
- More hill climbs.
- Do not allow cattle grazing.

Direction for future uses at Alameda-Tesla Expansion Area:

- Open the Alameda-Tesla Expansion Area for OHV use. (many)
 - Let's see some public motorized recreation use there in the VERY near future.
 - Additional trails and riding areas opened on the new properties. Need more area to ride. This may also allow for rotation of the riding areas to allow the grasses to grow back.
 - Give us more land to ride on, and environmental impacts will be reduced. "Dilution is the solution".
 - More trails would mean less congestion, erosion, and accidents and would just make the park much more fun.
 - While expanding the SVRA, preserve the historical and natural resources, provide public access, and historical interpretation.

- Allow the SVRA to grow and be available to the OHV-riding public.
- Expand Carnegie SVRA for OHV use. (many)
- The added property needs to open soon for OHV. It is long overdue and will help the congestion to make it safer since losing the creek and some picnic/table areas. Also more space is needed due to the increase of popularity of OHV.
- Provide as much motorized use as is possible.
- Expand the riding area to allow dirt bikes in the entire park. (several)
- Leave Carnegie for OHV only.
- Open all the land for off-highway vehicular recreation and no other use. (many)
- Uses should be a balance of off-road motorcycle, quad, and 4wd vehicular recreation.
- Allow for both OHV and non-OHV access/open space uses. (many)
 - Should be used fairly for all forms of outdoor enthusiasts.
 - We believe in conservation but at the same time believe in recreation and think the two can co-exist.
- Open the Alameda-Tesla Expansion Area for non-OHV use. (many)
 - This should be an open space area with some hiking trails.(several)
 - Open the property for bicyclists, hikers, and horseback riders and not OHV.
 - Manage as a non-motorized recreation area (i.e., hiking trails, equestrian trails).
 - Preserve the site as a wildlife refuge with minimal hiking and no vehicular traffic.
 - Allow for picnicking, hiking, horseback and bicycle riding, and camping.
 - Don't allow OHV or anything beyond hiking and horseback riding, otherwise it is too disruptive to the flora and fauna. (several)
 - Establish as a non-OHV, low-impact historic and natural resource park and preserve. Allow for low-impact, quiet uses including hiking, birding, nature study, horseback riding, cattle grazing, education, or reflection and restoration of the human spirit.
 - Best use would be multi-use, low-impact park (not including motorized activities), preserving critical habitats, protecting threatened plants and animals, minimizing the impact of human use on the environment, and preserving historical places and artifacts.
 - A great park with no OHVs, open to hiking, not necessarily trails, and certainly not trails made by OHVs, with no OHV's riding the ridges, stirring up dust - a place where one can walk and be at home with nature. The park should be open 24-7.
- Don't expand OHV use. (many)
 - Restrict OHV use to the existing SVRA.
 - Do not expand Carnegie SVRA to the Alameda-Tesla area.
 - Restrict motocross or off-road vehicle usage to the current site to minimize environmental impacts – particularly soil erosion.

- Expansion should be minimal, if any.
- Carnegie should not be expanded.
- Keep the expansion area natural.
 - I support California State Vehicular Recreation. I am one of Carnegie's users. But please don't open up the Alameda portion to OHV, in this area. I concede this area should be left in a natural state.
 - Keep Tesla wild. There are other places that can be developed for off-road adventures that don't have the same wildlife, scenic, and historic value that makes Tesla valuable to a much broader constituency than the ORV folks.
 - Leave the land undisturbed.
- Protect and interpret the historical features.(many)
- Motorized OHV use is not compatible with low-impact uses (hiking, education, bird watching, equestrian activities, cattle grazing for fire protection well as protecting and preserving natural and cultural resources on the Alameda-Tesla property).
- Use Tesla for limited type recreation in addition to the historical value. Such as special motorized events, such the yearly hare scrambles and maybe a kids event using some of the roads and trails on that property.
- Use the Alameda property for multiple use roads and single track trails. Good for beginning riders.
- Provide easy access to the Tesla site and its surrounds for nature hikes and horseback riding.
- Hiking.
- Let the equine community use the Tesla property in the red sticker months.
- Allow horse accessibility.
- Would rather have trails than hillclimbs. Redirect the effort from maintaining hillclimbs to maintaining single-track trails.

OPERATIONS

- Have certified sound testers come out on weekends and do sound testing.
- Acquire other less sensitive properties for off-road activity. (several)
- Find another place for an off-road track.
- Allow another entity to oversee and manage.
 - Transfer the land to the East Bay Regional Park District for perpetual protection.
 - Allow another entity to oversee and operate the land as a regional park.
 - Turn it over to East Bay Parks or another organization that has a better view of conservation and non-destruction of natural resources.
- Modify the red sticker season.
 - Remove the red sticker season. (many)

- Shorten red sticker season to summer months only.
- Allow red sticker bikes to ride the Motocross track year round. Have track opened for 2-4 days per week. You could increase revenue throughout the year, price would be set at \$20.00 per rider, Red Sticker bikes would be limited to the MX track, if found outside the confines of the track they would be escorted from the track. Extra monies generated could be used to keep the track in groomed prime shape.
- Reconsider the red sticker restrictions.
- Extend red sticker season.
- Stop closing off riding areas. (many)
 - Please stop closing off riding areas, except where agreed upon by the rider council. This only increases traffic and danger to riders. Consider instead, a rotating closure of areas that are in need of recovery.
- Carnegie is becoming too crowded from closures. (many)
- Please stop closing off areas of riding area, except where agreed upon by the rider council. This only increases traffic and danger to riders.
- Provide replacement areas when any areas must be closed. (several)
- More land will lower the impact on Carnegie. (many)
 - More space will decrease crowding and will spread use, which will lessen our impact on the park
 - This site has been over-managed with closures which seemingly are to help protect resources. However when more people are put on less ground the result is a huge negative. We MUST expand the footprint to protect the property.
 - You need to spread the impacts out by spreading the riders over a larger area riding land such as the 3000 acres you own. Spreading everyone out over 4500 acres will surely reduce the impacts on the smaller compartment we currently use to ride.

Financial

- State Park system is under severe fiscal stress. Costs associated with allowing off-road vehicle use on the Alameda-Tesla expansion area are too high. The money for this should be provided for keeping other parks open.
- The Alameda-Tesla expansion area was purchased with OHV funds to be an OHV park. (many)
- This park is paid for by OHV funds.
- Use the OHV funds for expanding and maintaining the SVRA.
- I would support raising the fee to \$8.00 if the money was spent on the park.
- What we do is good for the economy; so many jobs depend on off-roading from the rangers to the local gas station owners, convenience stores and motorcycle/gear stores, toy hauler manufacturers, etc.
- There is revenue from all the money spent on everything that goes with riding like fuel, gear,

food, and of course bikes.

- Keep dollars from off-road vehicles for off road activities only. Keep parks open and safe for this new generation.
- Charge extra for motocross track riders only to help maintain the track.
- Please prioritize trails and riding opportunities for funding and personnel efforts. OHV parks and funds for OHV uses please.
- One of the reasons the state is transferring \$31M out the OHV fund to whatever is because in order to use OHV money there has to be a plan. Not enough OHV improvement plans equals excess money in the fund which the state gladly steals when it needs money. I applaud you for making a plan.
- Use entry fees to pay for enforcement of rules.
- Would pay a daily use fee to cover expense of lengthier challenge areas for 4-wheel drives.

Volunteer use

- Have volunteer days to get people to come help clean or make the park better.
- Utilize different user groups to help manage and maintain specific trails, roads, or areas – adopt-a-trail.
- Get clubs involved with 2-4 work parties per year to help manage and maintain trails, camp areas, etc.
- Get local clubs involved in educating riders on noise, respect to trails, the land, staying on the trails, and safe riding.
- Opportunities for citizens to support the park with work days and other programs aimed at giving back to the park.

Maintenance

- Carnegie is not maintained properly and most of it is becoming unrideable.
- Weed whack the trails that are overgrown with grass/weeds. Do a better job of maintaining trails. (several)
- Maintain and update motocross track. (many)
 - The MX track needs to be completely re-worked. Lack of berms, dirt is either hard or slippery, and lips are usually non-existent.
 - There is great potential of the MX track, but it lacks maintenance. Often times, the dirt is so hard and dry it may as well be cement.
 - MX track should be groomed a bit better.
- Repair trails that become damaged from rain erosion and OHV use. Most of the existing park has become unusable because it is not being properly maintained. Ask an expert in trail repair to evaluate the condition of the park.
- Take better care of existing trails.
- Carnegie is a valuable resource for those who enjoy off road motorcycling. It is a well managed

place that folks can ride legally without harming private land or other sensitive areas.

- Sometimes the tracks can get a little too dry and rutted. It is important to maintain this facility at least in its current state.
- Use caution tape to indicate large earth cracks.
- The care taken by the park to "heal" the hills after the Pro Hillclimbs is very reassuring.
- Post signs and instructions including:
 - "Stay on designated trails."
 - Post instructions about hazardous waste and noise pollution at entrance and along trails.
 - "All items brought with you in your vehicle stay in your vehicle or get deposited in appropriate waste collection containers."

Desired future facilities at existing SVRA and/or Alameda-Tesla Expansion Area:

- Provide facilities for children. (many)
 - Provide places for kids to play like kids.
 - Create a kids-only area (with trails, tracks, and a place to ride a BMX bike).
 - The Carnegie kids only area gets really crowded. Provide a slow rider area for newer riders.
 - Provide kids' areas.
 - Enlarge and model a second kid's track (85cc) after an adult MX track including, whoops, table-top style jumps, a lot of berms/switchbacks, etc. Obviously, everything will be much smaller for safety; but, this will allow growth for a child to begin to feel the suspension working underneath them.
 - Provide a larger kid's only area.
 - More riding opportunity for the kids.
- Provide family loops.
- Fix up the old TT track.
- Museum/learning facility for the Tesla area (would include learning about the mine and brick production).
- Provide a training facility for beginners.
- Provide a dedicated teaching area.
- Provide more OHV areas.
 - Provide more areas for dirt bikes. (several)
 - Keep and expand open areas to ride.
 - More riding areas at Carnegie.
 - Expand 4x4 area into the hills for some touring and also some challenging rock

portions.

- More 4x4 scenic roads.
- More 4x4 rock/ditch courses (like Hollister Hills).
- Provide lengthier challenges for 4-wheel drives.
- Provide trails which offer different levels of challenges for 4-wheel drives. Offering all difficulty levels helps keep people on the trails. Ensure all trails avoid sensitive areas.
- More intermediate dirt bike trails.
- Tracks
 - More tracks.
 - Provide more open single track. (many)
 - Dirt track oval (flat track).
 - Provide second motocross track and second quad only track, both longer and wider, prepped twice a week.
 - Intermediate track for the 125 to 250 size motorcycles.
- OHV Trails
 - More trails. (many)
 - Make some easy trails and some hard trails.
 - Well-marked difficult trails for experienced riders (like Hollister's Renz property).
 - 4x4 trails. (several)
 - More 4x4 trails. Prairie City OHV 4x4 area is a good example.
 - Provide as many trails as acceptable with buffer areas for non-OHV users.
 - More trails that kids could ride.
 - More black diamond trails.
 - Some trails should be AAA = "So tough most won't like it!"
 - Provide more miles of well-maintained trails (single track) and a trail system to enjoy and be challenged by.
 - More trail riding.
 - Carnegie needs everything from trails for beginners to hill climbs, tough single tracks, and tracks for the more experienced.
 - There is a large unused piece of property on top of Carnegie, this could be used for 30+ miles of one-way single track trail system, with different levels of difficulty, with bailouts that lead to a one-way ATV trail system, similar to Hollister's' Renz property. Could even have a separate or extra fee.
 - More ATV and UTV trails opened and maintained.
 - More specific trail loops that flow more like those at Hollister, Forresthill, etc would bring in a greater variety and volume of riders. Most Carnegie trails start off fun, but

veer into more difficult levels than riders are accustomed to. Additional motocross tracks on the flat front area of the park would also make better use of the land.

- Camping
 - Provide additional camping. (many)
 - Provide group camping areas.
 - Better camping areas.
 - Clean up the campgrounds.
 - Update/upgrade the campgrounds. (several)
 - Provide hook-ups for trailers.
 - Expand overnight camping area. (several)
 - Make multiple overnight camping areas.
 - Camping sites included in the expansion area which has access to the off-road trails.
 - The existing camp ground has bad grade and the water runs through camps.
 - Places to camp for families with trailers.
- Provide a snack bar.
- Provide another store.
- Lots of trails that connect at a lot of different of different points. Why? A variety of “loops that you would be able to ride in and spend time there riding and playing”. By doing this you would be able to ride 30 to 60 miles a day.
- Support family dirt bike riding by maintaining and expanding family areas within the park.
- More hillclimbs.
- Better facilities (restrooms, showers, etc.).
- Mountain bike trails.

Desired future facilities at Alameda-Tesla Expansion Area:

- A combination of single track and ATV type trails/roads.
- Provide a multiple-use staging area at the Tesla site.
- Provide more single-track trails. (many)
 - Twisty keeps the speed down and creates more time per mile on the trail.
 - Single-track trails with lots of turns helps slow down rides and is better for resource management.
 - Promote more advanced and single-track riding.
 - Provide single-track on the new and existing property.
 - More new single track trail systems at Carnegie. Really enjoy the Renz property at Hollister Hills.

- More advanced and longer single tracks for dirt bikes.
- Make the single track all one-way for safety.
- Improved trail system with as much single track as possible.
- Provide single-tracks for intermediate to advanced riders.
- Provide single direction trails and trails more suitable to quads.
- Event only trails – trails and roads that are not open to the general public – only open to special events or by permit.
- Designated routes only – no open undesignated riding area – too hard to control resource damage.
- Don't force everyone onto designated routes. It's making the park much more of a safety concern, forcing more and more riders onto less and less space.
- Separation versus non-separation of OHV uses.
 - The expansion area should incorporate all OHVs. Do not separate like Hollister.
 - Provide multiple-use areas/access corridors. One family may have a variety of vehicles and shouldn't have to use a different parking area/campsite/staging area.
 - Separate areas for different user groups.
 - Separate areas for motorcycle and quad trails.
 - There should be an area for just quads. Motorcycles and quads don't necessarily mix.
 - Provide more motorcycle-only single track.
- One-way trails. (many)
 - In areas where speed or poor visibility are issues.
 - Better resource management and safety.
 - One-way, because two-way trails cause safety issues. (many)
 - Designated trails areas should be directional like in other parks.
 - Provide some one-way trails for beginners.
 - Need more one-way trails with signage.
 - One-way trail system like at Hollister OHV. (many)
 - More flowing single track that is one way.
 - I like the way Hollister has the area of one way single-track clover leafed around a central area.
 - One-way trails like at Hollister Hills. Signage would help with this.
 - Some directional trails would make it safer for young riders.
 - One way trails that create loops to other trails or destinations. With good signage and proper maintenance this type of trail provides for a very safe and fun experience.
 - "I would like to see some one-way single track trails created. Carnegie is a difficult

location to teach children to trail ride because of overcrowding and lack of safety of some riders. I would like to see these trails as intermediate or higher so that children can expand their skills and comfortably move from the fire roads to cross country trails that will challenge them. The excitement on a child's face when they accomplish a difficult trail is reason enough to implement such routes."

- Provide a link for open space corridors for both wildlife and multi-use trails.
- Longer "green" loop for beginners.

Directions for how to provide facilities:

- Concerned about the use of quads throughout the park and that they may cause excess erosion and silt, as well as taking up the whole trail. Quads should be placed where most appropriate.
- More trails built by bikes as the path is smaller and more challenging so bikes go slower and work harder.
- Improve spectator area around kid's tracks. Provide blockage from wind for the bleachers, regularly water the surrounding areas to keep the dust down.
- Provide dirt-bike trails slightly wider than tires.
- Fencing
 - Use less fencing. (several)
 - The new fencing is dangerous to the riders. (several)
 - Fence big, deep holes on a hill or around big rocks that people don't see.
 - Stop fencing desirable places to ride.
 - Fencing is causing crowding on trails.
 - Some fences are not easy to see until a rider is too close. This could cause injury.
 - Don't create corridors through fencing.
 - Stop wasting our OHV funds on fencing material.
 - Use rustic wooden fencing in areas where people have gone off trail.

Facility management

- Manage intensely to keep new trails from being created.
- Only open the Alameda-Tesla Expansion Area for off-road recreation after showing that it is being successfully controlled/managed in the existing SVRA.
- Rain/wet weather closures.
 - Don't like the rain closure rules.
 - Re-evaluate the rain closures. (many)
 - Study how rain closures may change depending on soil type. The timeframe for clay or sandy soil may be different.
 - Current rain levels have made it impossible to enjoy the park when riding conditions are at their best.

- Rain closure policy needs to be changed to be more realistic.
- I have been to the park less this year than any other, due to the rain closures. Does not seem right, the hills are wet, and the sun is shining and an empty parking lot at Carnegie.
- Rain restrictions are too restrictive. They only allow for riding on days that are too dry to get traction and have fun. Furthermore, if the intention is to prevent runoff of the silt and dirt, then have more collection ponds at the exit of the park.
- The wet weather closure policy is totally unrelated to preserving soils during storm events. Last year because there was not enough rain all year to saturate the soil, the park was not opened before the conditions were super dusty and riders missed riding when conditions offered any traction at all.
- If there are more trails, people would be more likely to stay on the trails.
- Good management is essential.
- The staff there do an outstanding job of managing the park.
- Erosion management
 - Stop erosion on trails.
 - In creating the new area, make a water bar system that self-maintains the trail system.
 - Most of the issues at Carnegie (especially getting the new area open) center on erosion. The most frequent culprit here is poor trail design and maintenance centered on water run-off during rain. Nearly universally, trails in Carnegie are not graded properly to create water diverting berms ("water bars") the prevent erosion. The steeper the slope, the more frequent water bars are needed. The trails in the Mendocino National Forest are created correctly.
 - Reduce the amount of fire trails to reduce erosion.
 - Consider adopting water retention techniques similar to those being implemented in the Tahoe basin to reduce any and all potential for pollution enter the "Creek that run every 20 years".
- Every time a trail is closed on the old property, open the same linear feet on the new property.
- The "free for all" riding that seems to exist everywhere in the park is dangerous, destructive, and diminishes riding enjoyment.

Staffing

- Hire friendly rangers like Bill Carter.
- Rangers and staff need to be more people-friendly. They are there to help, not to intimidate.
- The safety personnel do a great job, saving fallen riders.
- Educate heavy equipment operators so they understand that smoothly graded trails on steep terrain lead to erosion.
- Operate the expansion area with no further increase in employees, rangers, and equipment.

QUESTIONS

- What land area is needed to meet the projected OHV need for the next 5 years? 10 years? 30 years?
 - What is needed versus what is wanted?
- Can the new area be open to OHV in sections? e.g., 1,000 next with a review in 5 years, to see if more is needed and if monitory controls are working.
- Is overlapping dual use for hiking and horses versus OHV possible?
- Could non-overlapping areas be established? e.g., Area A – OHV only; Area B – hiking and horseback riding. One person suggested that buffer areas could be established along boundaries.
- Is it realistic to think that OHV riders will stick to established trails?
- Can you control runoff into ponds without shutting off whole drainage areas?
- How long ago was this expansion property purchased for riding use?
- Did our OHV funds pay for the land?
- Is it fair to purchase the land for recreational use with public funds and then not allow it to be utilized?
- If there are environmental challenges holding this up, why can't portions of the area be established for use in the mean time?
- Corral Hollow Creek runs (occasionally) east to I-5 where is a culvert under I-5. East of I-5 is the canal. CH Creek can't run under the canal. Where does CH creek go if it ever does get to the I-5 culvert?
- Are there any Mountain Biking trails or it's only for OHV?