



CHAPTER 5 PLAN RECOMMENDATIONS

This chapter includes parkwide and planning zone recommendations for TASP developed through in-person and virtual public engagement, agency coordination, staff knowledge, resource considerations, and road and trail evaluations conducted as part of the planning process in 2025. Parkwide recommendations focus on overarching management strategies applicable throughout the park, while planning zone recommendations provide site-specific guidance tailored to the goals for each zone. The recommendations have been vetted, commensurate with planning-level documents, for design and practicality, and will support future decisions in park management. The intent of the RTMP is not necessarily to implement, or fully build-out, all recommendations presented, but to provide publicly reviewed ideas that have been vetted for design and resource feasibility at a planning level to help guide future park management decisions. The locations for recommendations shown on maps within this chapter are conceptual and may change during project-specific planning, design, and implementation.

The process for implementing these recommendations will consider park management priorities, stakeholder and public feedback, and the availability of funding. Chapter 6, “Implementation,” offers further details on how projects will be prioritized.

All recommendations are designed to minimize or avoid resource impacts and promote the sustainability of roads and trails, adhering to best practices outlined in Section 4.2, “Road and Trail Sustainability,” as well as the State Park Trails Handbook. Implementation of standard project requirements in the RTMP’s environmental documentation will be required. Many recommendations for individual planning zones will undergo additional, project-specific planning and environmental review prior to execution. Future implementation projects will tier off the RTMP CEQA document, thereby streamlining the environmental review process by relying on the programmatic analysis completed as part of this plan, as described in Chapter 6, “Implementation.” This approach ensures that subsequent project-specific planning, design, and implementation can focus on site-specific issues while maintaining consistency with the broader framework established in the RTMP.

5.1 PARKWIDE RECOMMENDATIONS

The parkwide recommendations shown in Table 5-1 are grouped into categories with seven objectives:

- Protect natural and cultural resources
- Improve coordination and collaboration
- Improve ongoing planning and management
- Improve trail and facility development
- Improve public safety

- Improve outreach, education, and stewardship
- Improve trail-related facilities and amenities

Figure 5-1 shows the proposed road and trail system and use designations. This map identifies existing roads and trails to remain, as well as the recommendations proposed in this plan to illustrate the full proposed trail system at TASP.



The RTMP includes seven overarching parkwide planning objectives that will influence overarching management strategies throughout the park.



Table 5-1 Parkwide Recommendations

ID	Name	Objective(s)	Recommendation
P-01	Local Agency and Organization Coordination	Improve coordination and collaboration	Coordinate with local agencies and organizations to support providing road and trail experiences desired by park visitors in appropriate locations outside of TASP on public lands whose management objectives are more suitable for bike-optimized experiences.
P-02	Trail Maintenance Agreements	Improve coordination and collaboration	Collaborate with interested organizations, partners, stakeholders, and volunteers on trail development and maintenance through contract agreements or memorandums of understanding.
P-03	Regional Trail Connections	- Improve coordination and collaboration - Improve ongoing planning and management - Improve trail and facility development - Improve trail-related facilities and amenities	Coordinate with regional land management agencies and organizations on planning and implementing regional trail connections through TASP, including: - Designating a future alignment and wayfinding signage for the Bay Area Ridge Trail - Providing other connections between TASP and adjacent lands
P-04	Stakeholder Coordination	- Improve coordination and collaboration - Improve outreach, education, and stewardship	Continue to coordinate with stakeholders, partners, and user groups to solicit input on implementation of this RTMP. Seek input from stakeholders that are representative of the various user groups at the park.
P-05	Tribal Consultation	- Improve coordination and collaboration - Improve ongoing planning and management - Improve outreach, education, and stewardship - Protect natural and cultural resources	Continue to consult with California Native American tribes to inform ongoing management, resource protection, and educational and interpretation programs.
P-06	Revised Fee Structure at TASP and Spring Lake Regional Park	- Improve coordination and collaboration - Improve ongoing planning and management - Improve trail and facility development - Improve public safety	Coordinate with Sonoma County Regional Parks on a revised fee structure for Spring Lake Regional Park and TASP, such as a regional pass to provide access to both parks.
P-07	Bicycle and Pedestrian Connectivity	- Improve coordination and collaboration - Improve trail and facility development - Improve trail-related facilities and amenities	Connect planned trails at TASP to planned regional bicycle and pedestrian infrastructure identified in the City of Santa Rosa and Sonoma County Active Transportation Plans.
P-08	Trail User Fee	- Improve ongoing planning and management - Improve trail and facility development - Improve trail-related facilities and amenities	Consider a trail user fee in place of the existing parking fee at TASP to fund park-specific trail maintenance projects. Post fee signage and kiosks at park trailheads and formal entrance points from Channel Drive, Spring Lake Regional Park, City of Santa Rosa neighborhoods, Lawndale Trailhead, Oakmont community, and potential future park entrances from Bennett Valley Road.

ID	Name	Objective(s)	Recommendation
P-09	Accessibility Improvements	- Improve ongoing planning and management - Improve trail and facility development - Improve public safety - Improve outreach, education, and stewardship - Improve trail-related facilities and amenities	Accommodate users of various skill levels and abilities by seeking opportunities to improve ADA accessibility and accommodate adaptive recreation.
P-10	Accessibility Standards	- Improve trail and facility development - Improve public safety - Improve outreach, education, and stewardship - Improve trail-related facilities and amenities	New and altered trails and facilities shall follow State Parks Accessibilities Guidelines, Architectural Barriers Act Accessibility Standards, and the Americans with Disabilities Act standards, as appropriate.
P-11	Address Non-system Routes	- Improve coordination and collaboration - Improve ongoing planning and management - Improve trail and facility development - Improve public safety - Improve outreach, education, and stewardship - Improve trail-related facilities and amenities - Protect natural and cultural resources	Address the proliferation of non-system routes within TASP, including: - Working with partners to provide the desired visitor experiences - Educating visitors on the impacts of non-system routes - Working with volunteers and partners to identify, close, and restore non-system routes - Improving wayfinding so visitors know the difference between system and non-system routes - Developing a process to quickly identify new non-system routes and rehabilitate them to a natural condition - Providing enforcement to address unauthorized trail use or development - Seek out new technologies to detect non-system route development and use
P-12	Non-system Route Evaluations	- Improve coordination and collaboration - Improve ongoing planning and management - Improve trail and facility development - Improve trail-related facilities and amenities	Incorporate information from the non-system route evaluation determinations in Appendix 6 when implementing recommendations for the adoption, decommissioning, or modification of non-system routes. Areas for bike-optimized trails should be coordinated with interested user groups.



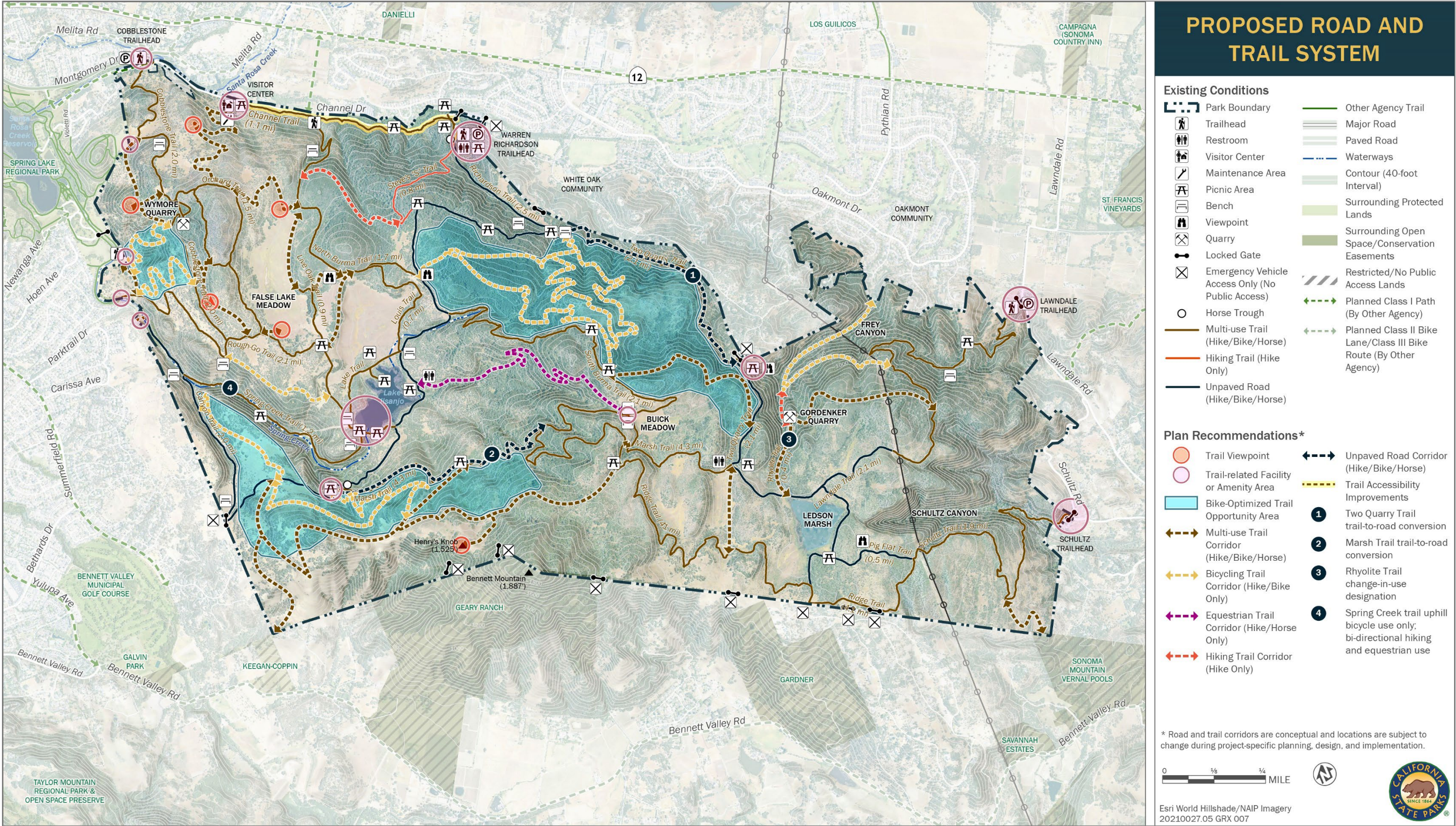
ID	Name	Objective(s)	Recommendation
P-13	Bicycling Experiences and Features	- Improve ongoing planning and management - Improve trail and facility development - Improve public safety - Improve outreach, education, and stewardship - Improve trail-related facilities and amenities - Protect natural and cultural resources	Address desired bicycling experiences by considering trails in select areas within the park to include: - Bike-optimized trails with naturalized features, such as flow trails with banked turns or other features utilizing materials native to TASP - Non-technical ride-around or hike-around options at features - Directional trails Bike-optimized trails and features are to be consistent with the sustainable or maintainable unsustainable design criteria (see Section 4.2, "Road and Trail Sustainability") and state park unit classification. Maintainability to be determined by design and layout, anticipated departmental trail maintenance resources, and user group/stakeholder coordination in helping to maintain trails. Trail safety concerns associated with these experiences and features to be evaluated and addressed during implementation planning, design, and construction. Coordinate with local trail user groups on trail user interest and desired features.
P-14	Resource Protection	- Improve ongoing planning and management - Improve trail and facility development - Protect natural and cultural resources	Continue to design new trails and improve existing trails to avoid or minimize disturbance to wetlands, cultural resources, and other sensitive resources. Conduct surveys to identify and protect sensitive biological and cultural resources prior to constructing new or improving existing roads, trails, or other facilities. Decommission and restore non-system routes with high resource impacts. Incorporate interpretive signage that conveys the significance of resources.
P-15	Trail Ability Levels	- Improve trail and facility development - Improve public safety - Improve trail-related facilities and amenities	Continue to design and maintain trails to provide opportunities for a variety of ability levels ranging from beginner-friendly to advanced trails.
P-16	Administrative/ Emergency Access within the Park	- Improve ongoing planning and management - Improve trail and facility development - Improve public safety - Protect natural and cultural resources	Improve administrative and emergency vehicle access in the park by converting select trails to roads or constructing new roads where feasible and necessary for resource management, administrative uses, wildfire protection, patrol, and emergency evacuations.
P-17	Administrative/ Emergency Access into the Park	- Improve coordination and collaboration - Improve ongoing planning and management - Improve trail and facility development - Improve public safety	Coordinate with surrounding landowners and land managers on improving administrative and emergency vehicle access into TASP along the southern park boundary.
P-18	Separated Trail Uses	- Improve ongoing planning and management - Improve public safety	Reduce trail user conflicts and improve safety by: - Evaluating use conflicts - Where appropriate, separating trail uses in areas of the park with high visitation and safety concerns - Provide signage to address trail user safety, such as signage to be aware of high-speed bicycles on bicycling trails (hike/bike only) or multi-use trails (hike/bike/horse)

ID	Name	Objective(s)	Recommendation
P-19	Park Patrol	Improve public safety	Improve monitoring and patrol of the park to address safety issues and unsanctioned activities, such as through staff patrol, volunteer patrol groups, or use of technology.
P-20	Improve Visitor Stewardship	- Improve ongoing planning and management - Improve outreach, education, and stewardship - Protect natural and cultural resources	Create a culture of improved resource stewardship among park visitors through increased outreach, education, and public involvement in stewardship opportunities to limit unauthorized trail uses along existing system trails, eliminate the development of non-system routes, and educate visitors on why areas should be protected.
P-21	Organized Events	Improve outreach, education, and stewardship	Consider hosting additional organized events within the park with associated resource monitoring.
P-22	Bilingual Outreach	Improve outreach, education, and stewardship	Engage underrepresented groups in outreach efforts, including individuals whose primary language is not English.
P-23	Naming New Roads and Trails	- Improve coordination and collaboration - Improve ongoing planning and management - Improve outreach, education, and stewardship	Facilitate a collaborative process for naming new roads and trails within TASP, including input from the California Native American community and State Park and Recreation Commission.
P-24	Signage and Wayfinding Program	- Improve ongoing planning and management - Improve public safety - Improve outreach, education, and stewardship - Improve trail-related facilities and amenities	Develop and implement a comprehensive signage and wayfinding program throughout the park using durable, fire-resistant materials, including interpretive signage in key locations, trail directional signage, trail confirmation signage, regulatory signage, and park entrance displays. Evaluate opportunities to provide bilingual information. Sign trail junctions to prevent the use of, and confusion relating to, non-system routes.
P-25	Trail Amenities	- Improve coordination and collaboration - Improve ongoing planning and management - Improve trail and facility development - Improve public safety - Improve trail-related facilities and amenities	Provide trail-related facilities and amenities (see Glossary for description), such as bench seating, picnic tables, restrooms, and trailhead improvements in select areas throughout the park. Partner with organizations or concessionaires to provide and maintain portable water stations, and additional desired trail-related amenities, such as bicycle repair stands, and bike bells, at high-use locations.
P-26	Park Entrance Experience	- Improve ongoing planning and management - Improve trail and facility development - Improve trail-related facilities and amenities	Improve the park entrance experience from formal park trailheads and access points to make it known that visitors are entering state property. Include entry signage and fee collection stations where appropriate.

Source: Information compiled by Ascent in 2025.



Figure 5-1 Proposed Road and Trail System



Source: Data received from State Parks in 2025; adapted by Ascent in 2025.



5.2 PLANNING ZONE RECOMMENDATIONS

The following sections provide recommendations for each of the five planning zones in TASP. The accompanying maps identify locations for improvements or changes to existing system roads and trails, proposed conceptual alignments for new roads and trails, and other improvements such as trail-related facilities and amenities and improvements to park access. The precise location and alignment of proposed new roads and trails and the extent of existing non-system routes that will be incorporated into the trail system will be determined during project-level design. Future project-level work, such as the determination of specific road and trail alignments, subsequent resource studies, and implementation is outside the scope of this planning document. The results from the evaluation of non-system routes, found in Appendix 6, will be incorporated into future project-level design. Specific non-system routes that were determined to be appropriate for possible inclusion as system trails may be

incorporated as system trails if the non-system route achieves the goals and objectives of a planning zone recommendation and this RTMP.

Planning zone recommendations relate to the following objectives:

- Protect natural and cultural resources
- Improve existing system trail sustainability
- Enhance trail connectivity
- Address high concentrations of non-system routes
- Improve road and trail accessibility
- Improve trail user safety
- Provide desired trail experiences
- Improve park access
- Improve emergency, wildfire, and administrative access
- Improve trail-related facilities and amenities



The RTMP includes a suite of objectives for the planning zone recommendations.

Cobblestone Zone Recommendations

Cobblestone Zone is the most heavily visited portion of the park and, as such, the vision for the zone is to maintain it for high recreational use with improved visitor and resource management. The zone serves as the “front door” to TASP for the bulk of park visitors who enter from Spring Lake Regional Park, Cobblestone Trailhead, or surrounding neighborhoods in the City of Santa Rosa.

The goals for roads and trails in the Cobblestone Zone include the following:

- Improve visitor safety, user experience, and trail route options in the area between Spring Lake Regional Park, Orchard Trail, and Lake Ilsanjo, which sees high amounts of visitation.
- Provide additional family-friendly road and trail loop connections from the park visitor center, which is currently disconnected from most of the trail system.
- Protect resources, such as False Lake Meadow, by incorporating sustainable trails, decommissioning impactful non-system routes, and providing interpretation of resources.
- Improve the gateways into the park through signage, clear demarcation of state lands, formalizing existing entrances, and adopting and formalizing new park access points.
- Improve trail accessibility in the vicinity of the visitor center and Warren Richardson Trailhead.

Table 5-2 and Figure 5-2 provide an overview of the planning recommendations for the Cobblestone Zone.





Table 5-2 Cobblestone Zone Recommendations

ID	Name	Objective(s)	Recommendation
C-01	Cobblestone Trail Improvements	Improve existing system trail sustainability	Improve sustainability of Cobblestone Trail by reconstructing, re-engineering, or rerouting sections of the trail.
C-02	Orchard Trail Improvements	Improve existing system trail sustainability	Improve sustainability of Orchard Trail by reconstructing, re-engineering, or rerouting sections of the trail.
C-03	Lower Rough-Go Trail Improvements	- Improve existing system trail sustainability - Improve trail user safety	Improve sustainability of lower Rough-Go Trail by reconstructing or reengineering about 1 mile of the trail from the intersections with Canyon Trail to Cobblestone Trail.
C-04	Live Oak Trail Reroute and Improvements	- Improve existing system trail sustainability - Protect natural and cultural resources	Reroute the northern approximately 0.3 to 0.5 miles of Live Oak Trail to the northwest to a higher suitability alignment to provide a more sustainable trail. Use a combination of non-system routes and new trail construction and resource protection measures along the new trail alignment as needed to avoid wetland and vernal pool impacts. Decommission and restore the northern portion of existing Live Oak Trail after the reroute is complete.
C-05	Spring Creek Trail Directional Change and Improvements	- Improve trail user safety - Improve existing system trail sustainability	Convert Spring Creek Trail from a bi-directional multi-use trail for all trail users to bi-directional for hikers and equestrians and uphill only for bicyclists to reduce trail user conflicts between Spring Lake Regional Park and Lake Ilse. Improve the sustainability of Spring Creek Trail by reconstructing or reengineering identified problem locations along the trail.
C-06	New Trail Between North Burma Trail and Live Oak Trail	- Enhance trail connectivity - Protect natural and cultural resources - Address high concentrations of non-system routes	Create an approximately 0.3- to 0.6-mile sustainable trail connection between North Burma and Live Oak Trails. Route the trail to avoid resource impacts and incorporate design features such as causeways, boardwalks, or puncheons as needed to minimize impacts to wetlands and sensitive resources.
C-07	New Trails in Visitor Center Area	- Enhance trail connectivity - Improve trail-related facilities and amenities	Improve trail connectivity from the visitor center to the trail system in the Orchard/Cobblestone area, including potentially routing the trail to viewpoints and providing visitor amenities such as bench seating, picnic tables, and interpretive signage.
C-08	New Trails in False Lake Meadow Area	- Improve existing system trail sustainability - Enhance trail connectivity - Protect natural and cultural resources - Address high concentrations of non-system routes - Improve trail-related facilities and amenities	Address gaps in the existing trail system by creating sustainable trails and interpretive opportunities in the vicinity of False Lake Meadow. - Create a new approximately 0.4- to 0.8-mile multi-use trail (hike/bike/horse) north of False Lake Meadow between Orchard and North Burma/Live Oak trails. Avoid resource impacts and use sustainability improvement techniques such as causeways, boardwalks, and puncheons as needed. - Provide an interpretive viewpoint at the north end of False Lake Meadow with interpretive and educational signage and bench seating. - Provide a short approximately 0.1- to 0.2-mile multi-use trail (hike/bike/horse) from Rough-Go Trail to an interpretive viewpoint along south end of False Lake Meadow with visitor amenities such as interpretive and educational signage and bench seating.

ID	Name	Objective(s)	Recommendation
C-09	New Trail in Lake Ilsanjo Vicinity	- Enhance trail connectivity - Protect natural and cultural resources - Address high concentrations of non-system routes	Provide an approximately 0.5- to 1-mile bicycling trail (hike/bike only) connection between Rough-Go sections to provide a more direct connection to Lake Ilsanjo, incorporating resource protection measures as needed to avoid vernal pool impacts.
C-10	Wymore Quarry Area Wayfinding and Navigability Improvements	- Enhance trail connectivity - Address high concentrations of non-system routes - Provide desired trail experiences - Improve trail-related facilities and amenities	Remove redundant trails in the vicinity of the Wymore Quarry Complex to improve navigability of the area and trail route options. - Provide an approximately 0.2- to 0.6-mile multi-use trail (hike/bike/horse) connections between Orchard Trail loop to Cobblestone Trail to create a system of small, stacked loops. - Provide a combination of approximately 0.3- to 0.7-miles of multi-use trails (hike/bike/horse) and hiking trails (hike only) to “The Castle” viewpoint from the above Orchard-Cobblestone trail connection to Rough-Go Trail. - Improve wayfinding signage in the area by signing all trail junctions with directional signage and maps. - Consider renaming the western portion of Orchard Trail loop to improve navigability.
C-11	New Bicycling Trails West of Cobblestone Trail	- Improve trail user safety - Address high concentrations of non-system routes - Provide desired trail experiences	Provide two to three downhill directional bicycling trails (hike/bike only) between Spring Lake Regional Park and Cobblestone Trail to address desired trail experience and avoid or minimize resource impacts. Provide naturalized bike-optimized features such as banked turns, rollers, and rock gardens. Provide bypass options at bike-optimized features for less skilled riders and hikers.
C-12	New Trails from Spring Lake Regional Park	- Enhance trail connectivity - Address high concentrations of non-system routes - Improve park access - Improve trail-related facilities and amenities	Improve park access to TASP from Spring Lake Regional Park. Coordinate with Sonoma County Regional Parks and Sonoma County Water District, as needed. - Formalize at least two park access points from Spring Lake Regional Park, in the northern and southern areas of Cobblestone Zone. - Provide short multi-use trail (hike/bike/horse) loop opportunities from the additional park access points using a combination of adopting non-system routes and new trail construction. - Formalize an out-and-back multi-use trail (hike/bike/horse) to the knoll overlooking the City of Santa Rosa.
C-13	Visitor Center Trailhead Improvements	- Improve park access - Improve trail-related facilities and amenities	Improve trailhead infrastructure and amenities in the vicinity of the visitor center, including additional parking (10-30 cars), picnic area, bicycle rack, drinking water, trailhead display, and interpretive signage.
C-14	Cobblestone Trailhead Maintenance	- Improve park access - Improve trail-related facilities and amenities	Coordinate with Sonoma County Water Agency on maintenance and small improvement projects at Cobblestone Trailhead, such as grading the parking area, installing a restroom, and interpretive and wayfinding signage. Maintain the trailhead parking area without significant modifications.
C-15	Canyon Trail Park Entrance Improvements	- Improve park access - Improve emergency, wildfire, and administrative access - Improve trail-related facilities and amenities	Improve the entrance experience into TASP at the park access point at the intersection of Canyon Trail and Rough-Go Trail adjacent to Spring Lake Regional Park. Provide enhanced visitor amenities such as a more robust trailhead display, regulatory and trail user fee signage, improved monument entry signage, and bicycle rack. Coordinate with Sonoma County Regional Parks as needed.



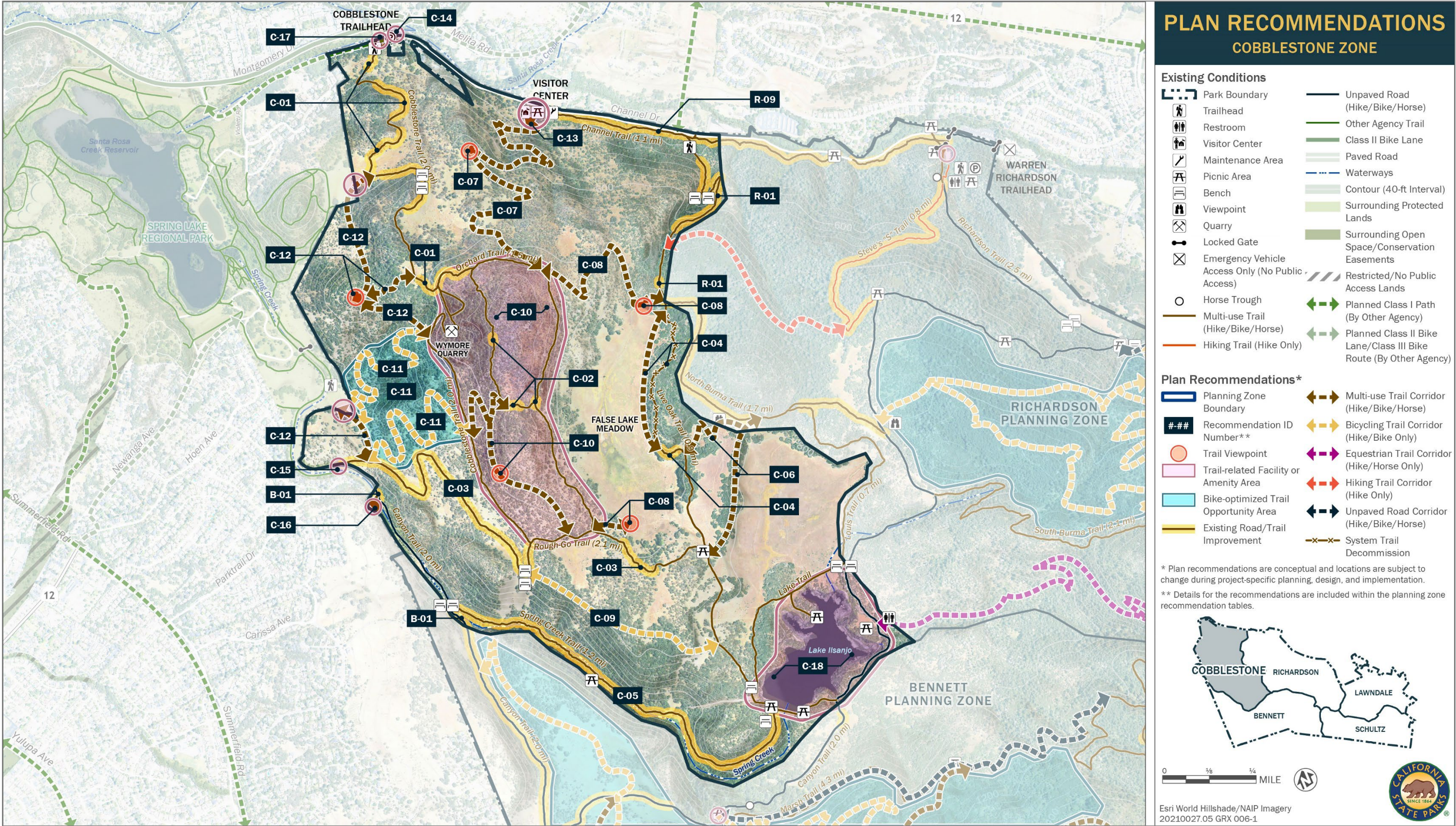
ID	Name	Objective(s)	Recommendation
C-16	Parktrail Drive Public Access Improvements	- Enhance trail connectivity - Improve park access	Formalize the Parktrail Drive park access point. Adopt a multi-use trail (hike/bike/horse) connecting John Beckmeyer Trail to Canyon Trail through high suitability terrain.
C-17	Channel Drive Park Entrance Improvements	Improve trail-related facilities and amenities	Create an additional park monument entry display along Channel Drive west of Cobblestone Trailhead to improve the park gateway experience.
C-18	Visitor Amenity Improvements at Lake Ilsanjo	Improve trail-related facilities and amenities	Improve the visitor facilities and amenities at Lake Ilsanjo. Provide an additional restroom on the west side of the lake to reduce impacts from human waste. Provide a drinking water source, such as a water tank or mobile water station, during the peak visitation period and summer months.

Source: Information compiled by Ascent in 2025.

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Figure 5-2 Plan Recommendations - Cobblestone Zone



Source: Data received from State Parks in 2025; adapted by Ascent in 2025.



Richardson Zone Recommendations

The vision for the Richardson Zone is to continue to provide high levels of recreational use while protecting significant natural and cultural resources. Recreational uses in the zone include educational uses and equestrian access from Warren Richardson Trailhead and heavy bicycle use throughout a majority of the zone.

In this zone, Warren Richardson Trailhead provides easy access into the heart of TASP, making it conducive to family-friendly uses and making it the logical location for shorter, beginner-friendly loop trails that connect to proposed loop trails in the Cobblestone Zone near the visitor center. The large size of the Warren Richardson Trailhead is conducive to group uses and provides opportunities for picnic area improvements. The zone also features high concentrations of non-system routes with heavy bicycle use. Some of the locations with existing non-system routes are suitable for incorporating as future new trails. The goals for roads and trails within Richardson Zone include the following:

- Provide opportunities for shorter loop trail routes from Warren Richardson Trailhead.
- Provide a network of bike optimized trails within the central portion of the zone. New trail uses within this area will likely include mountain bike flow trails with naturalized

bike-optimized features, such as banked turns, rollers, rock gardens, and log rides.

- Improve administrative and emergency access between the western and eastern portions of the park along Two Quarry Trail.

The zone includes historic and prehistoric cultural sites and will require coordination with California Native American tribes and cultural resource staff to ensure appropriate resources remain unimpacted from visitor use.

Table 5-3 and Figure 5-3 provide an overview of the planning recommendations for the Richardson Zone.



South Burma Trail features major erosion issues to be addressed through rerouting or reconstructing/re-engineering the trail.

Table 5-3 Richardson Zone Recommendations

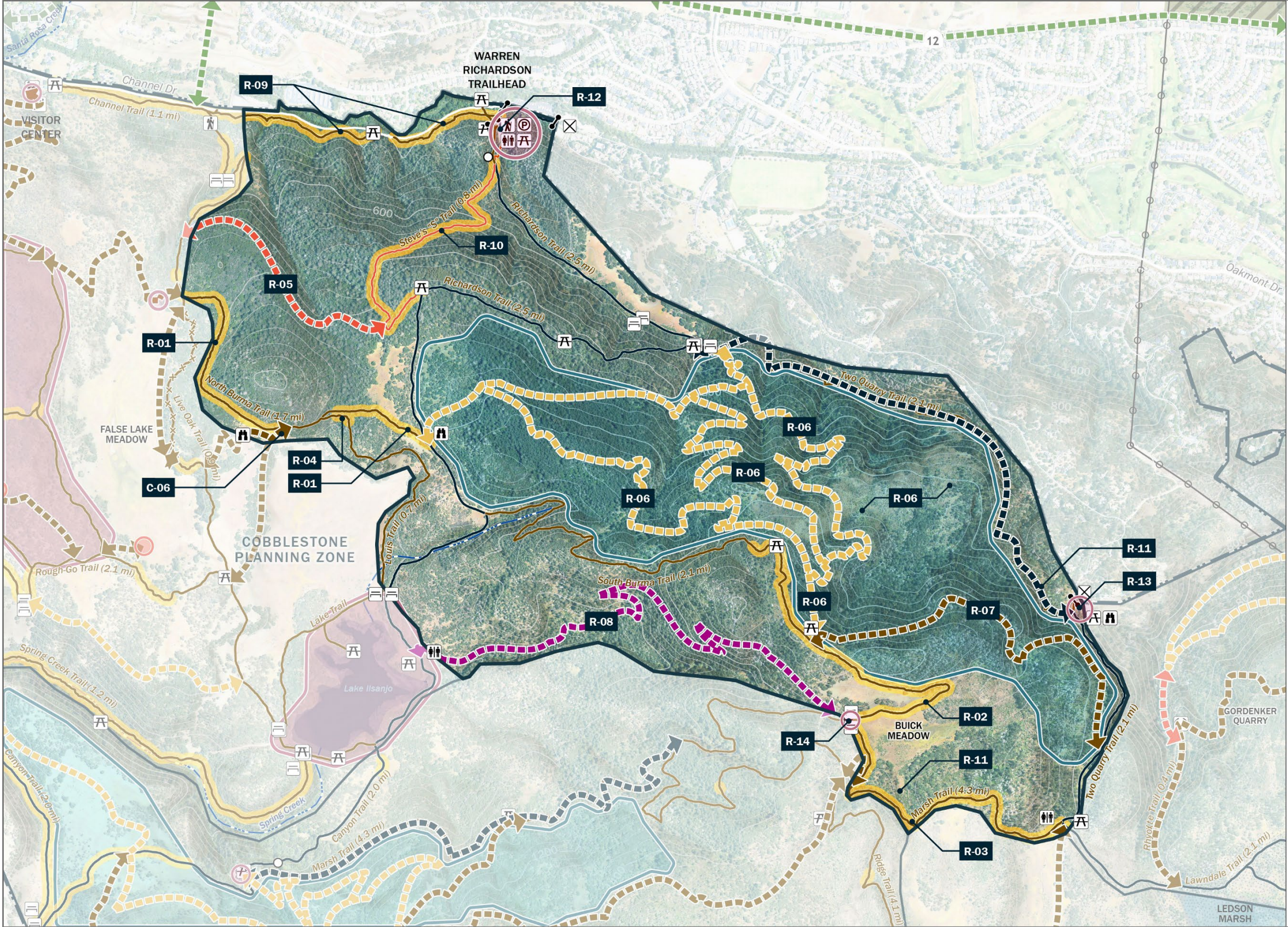
ID	Name	Objective(s)	Recommendation
R-01	North Burma Trail Improvements	▪ Improve existing system trail sustainability	Improve sustainability of North Burma Trail by reconstructing, re-engineering, or rerouting sections of the trail.
R-02	South Burma Trail Improvements	▪ Improve existing system trail sustainability	Improve sustainability of South Burma Trail by reconstructing, re-engineering, or rerouting sections of the trail.
R-03	Marsh Trail Improvements	▪ Improve existing system trail sustainability ▪ Protect natural and cultural resources	Improve sustainability of Marsh Trail by reconstructing or re-engineering sections of the trail. Provide an elevated stream crossing along Marsh Trail near junction with Two Quarry Trail.
R-04	Louis Trail Improvements	▪ Improve existing system trail sustainability	Improve sustainability of Louis Trail by reconstructing or re-engineering sections of the trail.

ID	Name	Objective(s)	Recommendation
R-05	New Trail(s) Connecting Steve's "S" and North Burma Trails	- Enhance trail connectivity - Address high concentrations of non-system routes - Provide desired trail experience - Protect natural and cultural resources	Create at least one hiking trail connection between Steve's "S" Trail and North Burma Trail to expand the options for short loop opportunities from Warren Richardson Trailhead. Use a combination of adopting non-system routes and new trail construction.
R-06	New Bicycling Trails Between South Burma and Two Quarry Trails	- Enhance trail connectivity - Address high concentrations of non-system routes - Improve trail user safety - Provide desired trail experiences - Protect natural and cultural resources	Provide new trails, using a combination of newly constructed trails and existing non-system routes, in the hillside between Two Quarry, Warren Richardson, and South Burma trails. Provide bi-directional bicycling trails (hike/bike only) with naturalized bike-optimized features such as banked turns, rollers, and rock gardens. Provide bypass options at bike-optimized features for less skilled riders and hikers.
R-07	New Multi-use Trail Between Two Quarry and South Burma Trails	- Enhance trail connectivity - Address high concentrations of non-system routes	Provide at least one multi-use trail (hike/bike/horse) to provide a connection between Two Quarry Trail and South Burma Trail.
R-08	New Trail Connecting Canyon and South Burma or Marsh Trails	- Enhance trail connectivity - Protect natural and cultural resources	Provide an approximately 1.5- to 2-mile equestrian trail (hike/horse only) connection from Canyon Trail at Lake Ilсанjo to location along South Burma or Marsh trails.
R-09	Channel Trail Accessibility Improvements	- Improve trail user safety - Improve road and trail accessibility - Improve trail-related facilities and amenities	Reengineer Channel Trail to have improved accessibility and potentially meet requirements for an accessible trail. Improvements may include surfacing the trail with compacted and/or stabilized aggregate, reengineering the trail with adequate grades and landing areas, and providing rest areas with bench seating at appropriate intervals.
R-10	Steve's "S" Trail Resource Protection	Protect natural and cultural resources	Provide enhanced resource protection along Steve's "S" Trail by capping the trail to protect ground-level and subsurface resources.
R-11	Two Quarry Administrative Access	- Improve park access - Improve emergency, wildfire, and administrative access	Convert Two Quarry Trail to a single lane unpaved road to provide administrative and emergency access from the intersection with Warren Richardson Trail to Frey Canyon Overlook. Maintain public trail access along the road with a multi-use (hike/bike/horse) designation.
R-12	Warren Richardson Trailhead Improvements	Improve trail-related facilities and amenities	Improve amenities at Warren Richardson Trailhead, such as drinking water, bicycle racks, trailhead signage improvements, picnic area and ramadas, and restroom improvements.
R-13	Frey Canyon Overlook Improvements	Improve trail-related facilities and amenities	Improve and formalize visitor amenities such as shade ramadas, picnic tables, and interpretive amenities at Frey Canyon Overlook.
R-14	South Burma Amenity Improvements	Improve trail-related facilities and amenities	Provide additional amenities at the intersection of South Burma and Marsh trails, such as a portable drinking water station and a vault or portable restroom.

Source: Information compiled by Ascent in 2025.



Figure 5-3 Plan Recommendations - Richardson Zone



PLAN RECOMMENDATIONS RICHARDSON ZONE

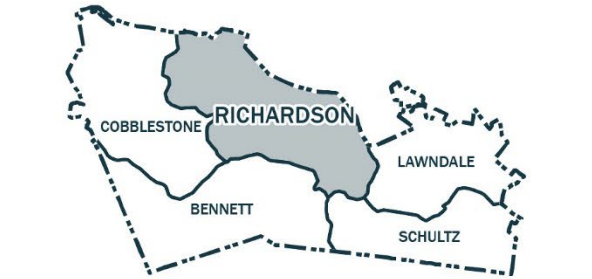
Existing Conditions

- | | |
|--|---|
| Park Boundary | Unpaved Road (Hike/Bike/Horse) |
| Trailhead | Other Agency Trail |
| Restroom | Class II Bike Lane |
| Visitor Center | Paved Road |
| Maintenance Area | Waterways |
| Picnic Area | Contour (40-ft Interval) |
| Bench | Surrounding Protected Lands |
| Viewpoint | Surrounding Open Space/Conservation Easements |
| Quarry | Restricted/No Public Access |
| Locked Gate | Planned Class I Path (By Other Agency) |
| Emergency Vehicle Access Only (No Public Access) | Planned Class II Bike Lane/Class III Bike Route (By Other Agency) |
| Horse Trough | |
| Multi-use Trail (Hike/Bike/Horse) | |
| Hiking Trail (Hike Only) | |

Plan Recommendations*

- | | |
|--|---|
| Planning Zone Boundary | Multi-use Trail Corridor (Hike/Bike/Horse) |
| Recommendation ID Number** | Bicycling Trail Corridor (Hike/Bike Only) |
| Trail Viewpoint | Equestrian Trail Corridor (Hike/Horse Only) |
| Trail-related Facility or Amenity Area | Hiking Trail Corridor (Hike Only) |
| Bike-optimized Trail Opportunity Area | Unpaved Road Corridor (Hike/Bike/Horse) |
| Existing Road/Trail Improvement | System Trail Decommission |

* Plan recommendations are conceptual and locations are subject to change during project-specific planning, design, and implementation.
** Details for the recommendations are included within the planning zone recommendation tables.



Esri World Hillshade/NAIP Imagery
20210027.05 GRX 006-2



Source: Data received from State Parks in 2025; adapted by Ascent in 2025.



Bennett Zone Recommendations

The vision for Bennett Zone is to support a moderate level of recreational use and provide new trail destinations and experiences in the higher elevation portions of TASP. There is opportunity for new trails, and future inclusion of non-system routes into the system to viewpoint destinations on Bennett Mountain to offset visitor use and potentially reduce crowding in Cobblestone Zone.

The goals for roads and trails within Bennett Zone include:

- Provide multi-use trails (hike/bike/horse) to “Henry’s Knob” and along the north-facing slopes of Bennett Mountain

- Provide bicycling trails (hike/bike only) along the slope below Bennett Mountain to create a bike-optimized trail experience
- Provide a trail connection between Marsh and Ridge trails to offer trail loop opportunities
- Improve sustainability of Canyon Trail by reconstructing or reengineering segments
- Improve administrative and emergency access to the central portion of TASP along Marsh Trail

Table 5-4 and Figure 5-4 provide an overview of the planning recommendations for the Bennett Zone.



“Henry’s Knob” features panoramic views of the Santa Rosa area and is an opportunity for a trail destination.

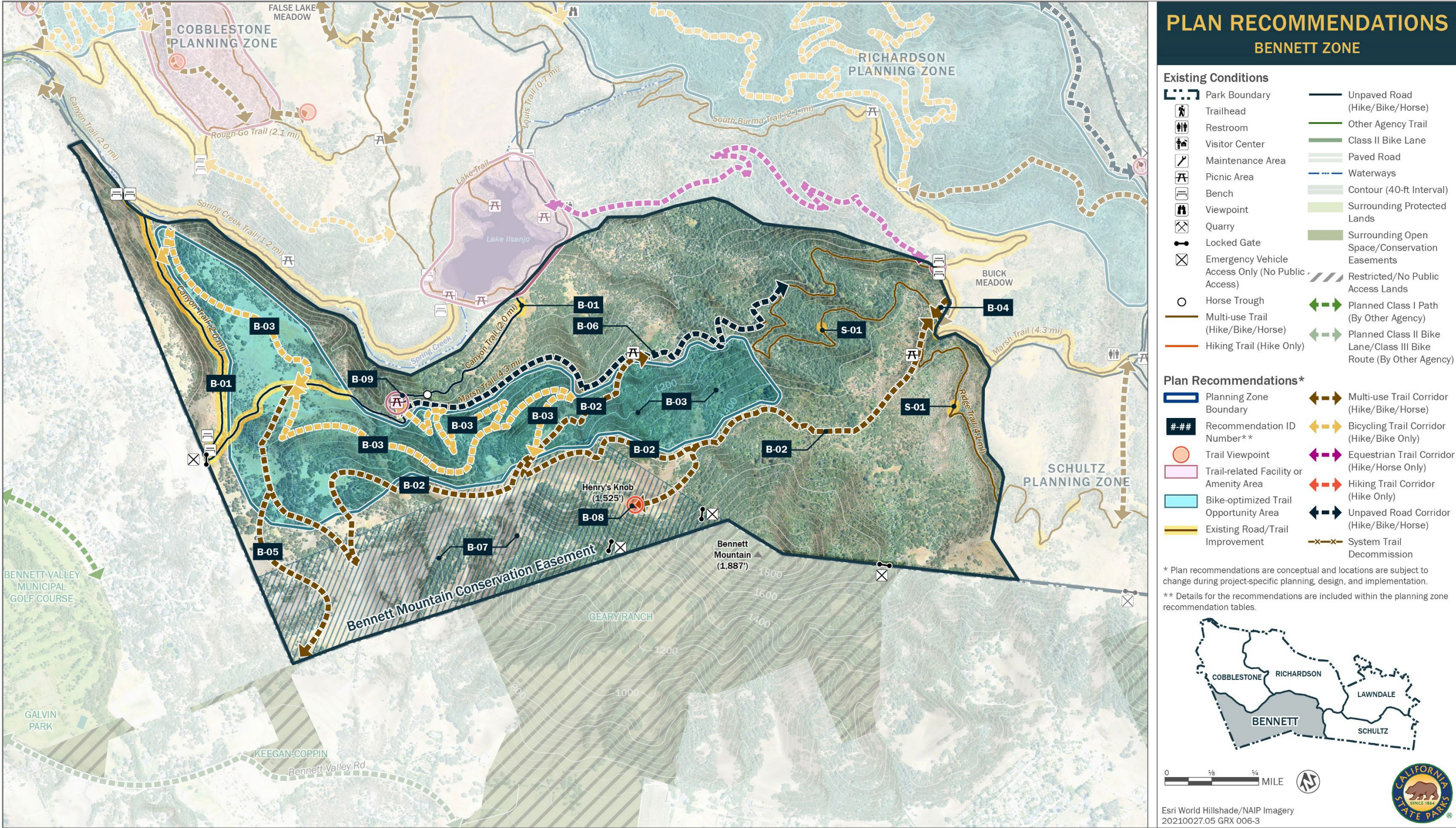
Table 5-4 Bennett Zone Recommendations

ID	Name	Objective(s)	Recommendation
B-01	Canyon Trail Improvements	Improve existing system trail sustainability	Improve sustainability of Canyon Trail by reconstructing, reengineering, or rerouting sections of the trail.
B-02	New Multi-use Trails on Bennett Mountain	- Enhance trail connectivity - Improve road and trail accessibility - Provide desired trail experiences	Provide approximately 3 to 5 miles of new trails along the north-facing slope of Bennett Mountain using a combination of adopting non-system routes and new trail construction. - Create an out-and-back multi-use trail (hike/bike/horse) up “Henry’s Knob.” - Create a multi-use connection (hike/bike/horse) between Canyon and Ridge trails along the north-facing slope below Bennett Mountain.
B-03	New Bicycling Trails on Bennett Mountain	- Provide desired trail experience - Address high concentrations of non-system routes	Create bicycling trails (hike/bike only) between Canyon Trail and Marsh Trail and the new multi-use trails (hike/bike/horse) on Bennett Ridge and Canyon Trail.
B-04	New Trail Between Ridge and Marsh Trails	- Enhance trail connectivity - Provide desired trail experiences	Create a new multi-use trail (hike/bike/horse) between the western portion of Ridge and Marsh Trails to create loop opportunities.
B-05	Trail Access from Keegan-Coppin Property	- Improve park access - Enhance trail connectivity	Coordinate with Sonoma County Ag + Open Space on a long-term approximately 0.4- to 0.8-mile multi-use trail connection into TASP from the Keegan-Coppin property. Coordinate with Sonoma County Ag + Open Space on trail construction through the Bennett Mountain Conservation Easement.
B-06	Marsh Trail Administrative Access	- Improve trail user safety - Improve emergency, wildfire, and administrative access	Convert the western portion of Marsh Trail to an unpaved road for emergency and administrative access from the junction with Canyon Trail to junction with Ridge Trail. Maintain public access along the road with a multi-use designation (hike/bike/horse). Provide a vehicle turnaround area at the eastern end of the road, in the vicinity of the Marsh-Ridge Trail junction.
B-07	Bennett Mountain Conservation Easement	Protect natural and cultural resources	Maintain and develop roads and trails compatible with the Sonoma County Ag + Open Space conservation easement in the southern portion of Bennett Zone.
B-08	“Henry’s Knob” Amenity Improvements	Improve trail-related facilities and amenities	Formalize a viewpoint atop “Henry’s Knob” with trail amenities such as bench seating, interpretive signage, and observation lookout.
B-09	Canyon Trail Picnic Improvements	Improve trail-related facilities and amenities	Provide a vault or portable restroom at the existing Canyon Trail picnic area at the junction of Marsh and Canyon Trails.

Source: Information compiled by Ascent in 2025.



Figure 5-4 Plan Recommendations - Bennett Zone



Source: Data received from State Parks in 2025; adapted by Ascent in 2025.



Lawndale Zone Recommendations

The vision for Lawndale Zone is to maintain the backcountry character of the zone with a focus on the diverse landscape and low to moderate recreational use. The zone features a remote feeling compared to the western side of the park.

The goals for roads and trails within Lawndale Zone serve to:

- Provide loop trail opportunities to Gordenker Quarry area
- Improve amenities at existing Lawndale Trailhead and from the adjacent Oakmont community

Table 5-5 and Figure 5-5 provide an overview of planning recommendations for Lawndale Zone.



Over time, determined non-system routes would be adopted into the system and others would be decommissioned to achieve RTMP recommendation goals and objectives.

Table 5-5 Lawndale Zone Recommendations

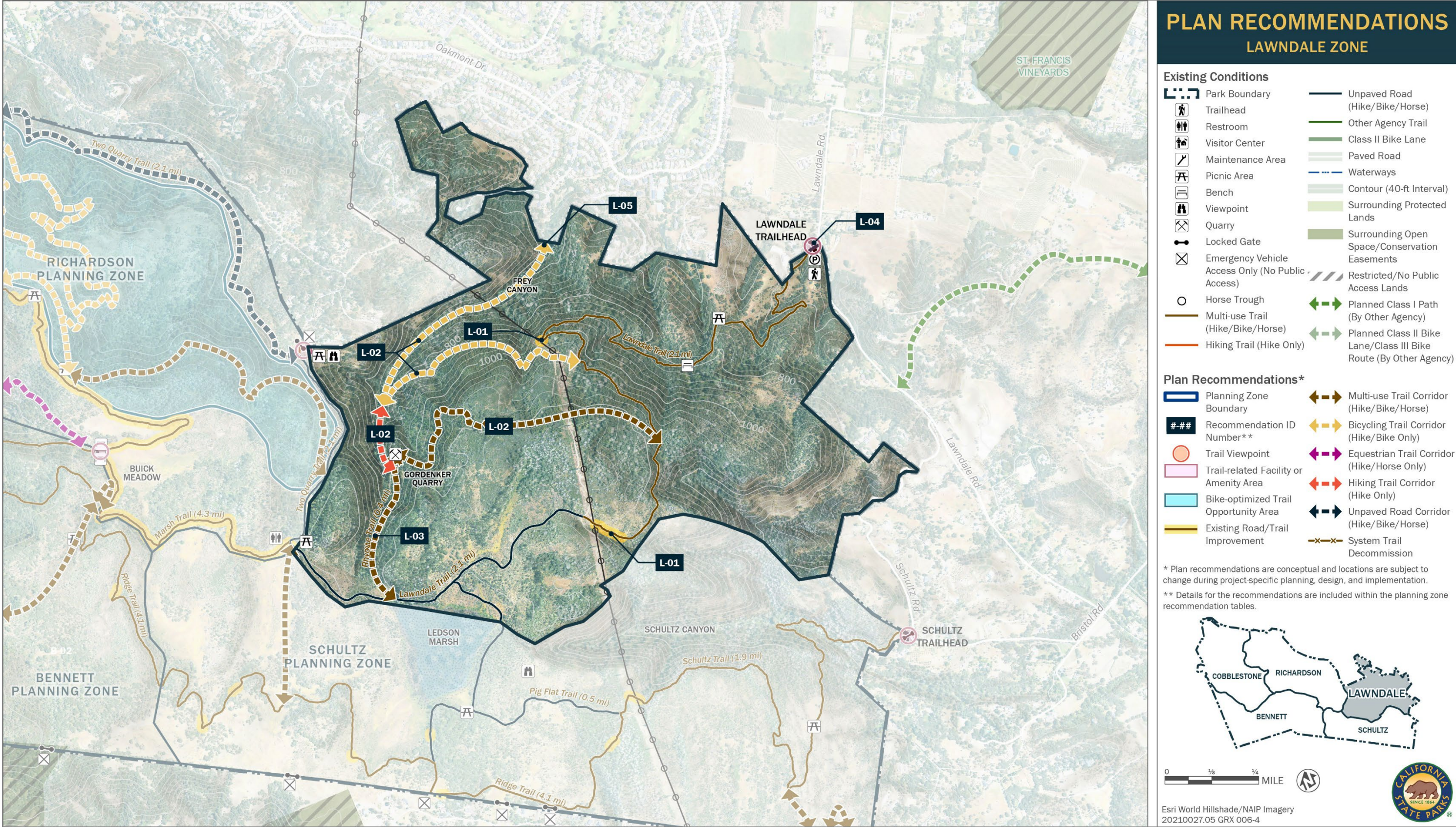
ID	Name	Objective(s)	Recommendation
L-01	Lawndale Trail Improvements	▪ Improve existing system trail sustainability	Improve sustainability of Lawndale Trail by reconstructing or reengineering sections of the trail.
L-02	New Trails in Frey Canyon Area	▪ Enhance trail connectivity ▪ Address high concentrations of non-system routes ▪ Provide desired trail experiences	Create approximately 2 to 4 miles of trails in the vicinity of Frey Canyon, including trail loop opportunities between Gordenker Quarry and Lawndale Trail using a combination of existing non-system routes and new trail construction: ▪ Create a new contouring multi-use trail (hike/bike/horse) from the north end of Rhyolite Trail to Lawndale Trail. ▪ Create a bicycling trail (hike/bike only) through Frey Canyon from the northern park boundary to Lawndale Trail. ▪ Create a hiking trail (hike only) connection from Gordenker Quarry on Rhyolite Trail to the new bicycling trail (hike/bike only) through Frey Canyon.
L-03	Rhyolite Trail Use Designation Change	▪ Provide desired trail experiences	Convert Rhyolite Trail from a hiking trail to a multi-use trail (hike/bike/horse) designation. See Appendix 5 for the change-in-use evaluation form and summary for Rhyolite Trail.
L-04	Lawndale Trailhead Improvements	▪ Improve trail-related facilities and amenities ▪ Protect natural and cultural resources	Improve Lawndale Trailhead by providing gated access, restroom, picnic area, and potentially drinking water. Manage the trailhead by locking gates at night to prevent camping at the trailhead.
L-05	Oakmont Access Improvements	▪ Enhance trail connectivity ▪ Improve park access	Provide a system trail to the northern park boundary with the Oakmont community.

Source: Information compiled by Ascent in 2025.

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Figure 5-5 Plan Recommendations - Lawndale Zone



Source: Data received from State Parks in 2025; adapted by Ascent in 2025.



Schultz Zone Recommendations

Schultz Zone is intended for low to moderate levels of recreational use while maintaining the area's natural character and significant landscapes such as Schultz Canyon and Ledson Marsh. Public access to the zone is envisioned to be improved with alternate access via adjacent public protected lands and improving the existing Schultz Trailhead, which has limited parking and access constraints.

The goals for the road and trail recommendations in the Schultz Zone are to:

- Provide additional loop trail opportunities within the zone

- Improve regional trail connectivity, such as through the Sonoma Mountain Vernal Pools property
- Improve park access to the eastern portion of TASP, including coordinating with Sonoma County on improving access at Schultz Trailhead and creating alternate park access points

Table 5-6 and Figure 5-6 provide an overview of the planning recommendations for the Schultz Zone.



Schultz Trailhead has access constraints from Schultz Road.

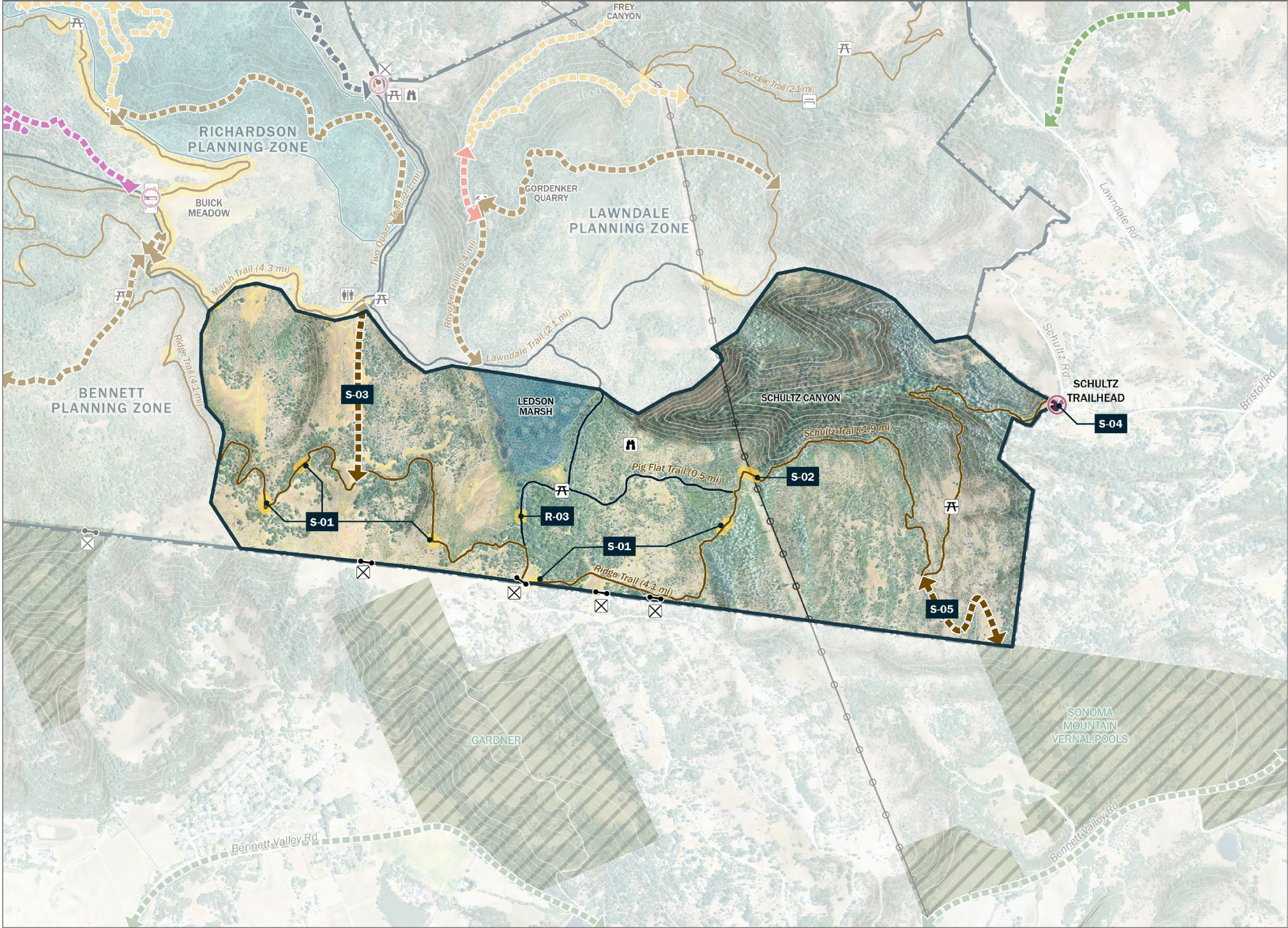
Table 5-6 Schultz Zone Recommendations

ID	Name	Objective(s)	Recommendation
S-01	Ridge Trail Improvements	Improve existing system trail sustainability	Improve sustainability of Ridge Trail by reconstructing or reengineering sections of the trail.
S-02	Schultz Trail Improvements	Improve existing system trail sustainability	Improve sustainability of Schultz Trail by reconstructing or reengineering sections of the trail.
S-03	New Trail Between Marsh Trail and Ridge Trail	- Enhance trail connectivity - Protect natural and cultural resources	Provide an approximately 0.4- to 0.7-mile multi-use trail (hike/bike/horse) between the eastern portion of Marsh and Ridge trails to accommodate a direct connection between Ridge Trail and Marsh Trail/Two Quarry Trail. Avoid resource impacts on the intermittent stream and low-lying terrain by routing trail to upland locations and/or using elevated structures such as causeways and drain lenses.
S-04	Schultz Trailhead Access Improvements	Improve park access	Coordinate with Sonoma County on improved parking and public access along Schultz Road into the Schultz Zone.
S-05	Access from Surrounding Protected Lands	- Improve park access - Improve trail-related facilities and amenities	Evaluate opportunities for additional public access to Schultz Zone, such as through neighboring protected land or through future land acquisitions by State Parks or other agencies or organizations.

Source: Information compiled by Ascent in 2025.



Figure 5-6 Plan Recommendations - Schultz Zone

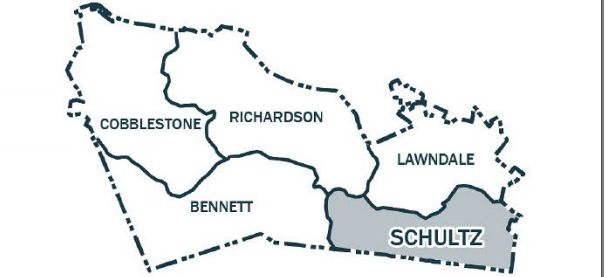


PLAN RECOMMENDATIONS
SCHULTZ ZONE

- Existing Conditions**
- Park Boundary
 - Trailhead
 - Restroom
 - Visitor Center
 - Maintenance Area
 - Picnic Area
 - Bench
 - Viewpoint
 - Quarry
 - Locked Gate
 - Emergency Vehicle Access Only (No Public Access)
 - Horse Trough
 - Multi-use Trail (Hike/Bike/Horse)
 - Hiking Trail (Hike Only)
 - Unpaved Road (Hike/Bike/Horse)
 - Other Agency Trail
 - Class II Bike Lane
 - Paved Road
 - Waterways
 - Contour (40-ft Interval)
 - Surrounding Protected Lands
 - Surrounding Open Space/Conservation Easements
 - Restricted/No Public Access Lands
 - Planned Class I Path (By Other Agency)
 - Planned Class II Bike Lane/Class III Bike Route (By Other Agency)

- Plan Recommendations***
- Planning Zone Boundary
 - Recommendation ID Number**
 - Trail Viewpoint
 - Trail-related Facility or Amenity Area
 - Bike-Optimized Trail Opportunity Area
 - Existing Road/Trail Improvement
 - Multi-use Trail Corridor (Hike/Bike/Horse)
 - Bicycling Trail Corridor (Hike/Bike Only)
 - Equestrian Trail Corridor (Hike/Horse Only)
 - Hiking Trail Corridor (Hike Only)
 - Unpaved Road Corridor (Hike/Bike/Horse)
 - System Trail Decommission

* Plan recommendations are conceptual and locations are subject to change during project-specific planning, design, and implementation.
** Details for the recommendations are included within the planning zone recommendation tables.



Source: Data received from State Parks in 2025; adapted by Ascent in 2025.

