

Parkwide Recommendations

Recomendaciones para todo el Parque

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ID	Name	Recommendation
P-01	Local Agency and Organization Coordination	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	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	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	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	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	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	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	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.
P-09	Accessibility Improvements	Accommodate users of various skill levels and abilities by seeking opportunities to improve ADA accessibility and accommodate adaptive recreation.

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P-10	Accessibility Standards	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	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	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.
P-13	Bicycling Experiences and Features	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 native materials - 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.

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P-14	Resource Protection	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	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 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	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	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)
P-19	Park Patrol	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	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.

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P-21	Organized Events	Consider hosting additional organized events within the park with associated resource monitoring.
P-22	Bilingual Outreach	Engage underrepresented groups in outreach efforts, including individuals whose primary language is not English.
P-23	Naming New Roads and Trails	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	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	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 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.