



CHAPTER 6 IMPLEMENTATION

6.1 PHASING AND PRIORITIZATION

The implementation of RTMP recommendations will be determined and phased based on project need, funding availability, and priority. Successful implementation of the RTMP will depend on future coordination with trail user groups and other agencies regarding site-specific planning and projects, as well as the implementation, maintenance, and monitoring of these efforts. Coordination around implementation should be considered and guided by input from relevant stakeholders, staff, partner groups, and organizations.

Implementation of recommendations should consider improvements to existing roads, trails, and associated facilities prior to, or in conjunction with, new developments. If goals and objectives of the RTMP can be reasonably achieved through changes or improvements to existing facilities, those improvements should be made.

Implementation should include a combined approach of incorporating and removing non-system routes as necessary to meet desired RTMP goals and objectives. This involves modifying and integrating select non-system routes in tandem with new trails to meet recreation desires, as well

as removing unsustainable non-system routes that most negatively affect resources. The overall intent is to incorporate certain non-system routes or portions of non-system routes into the trail system while decommissioning others.

A likely scenario is that a preliminary project(s) will be implemented in a key area(s) of the park to address high concentrations of non-system routes, improve visitor safety and experience, and reduce resource impacts. The location for these projects would likely occur in one of the areas with high visitor use and resultant use impacts such as within the Richardson Zone between South Burma and Two Quarry trails, in the Bennett Zone along the northern slopes of Bennett Mountain, and in the Cobblestone Zone in the area between Spring Lake Regional Park and Lake Ilsanjo. Project location(s) could be located elsewhere depending on need. Depending on the success of the project(s), future areas could use a similar or adapted approach based on preliminary results of post-implementation project monitoring. Working with park users and partner organizations will be essential to the success of the project(s).

Preventing Non-System Routes

Preventing the reopening and new development of non-system routes within TASP is a critical objective of the RTMP. Implementing the road and trail concepts in the plan is intended to reduce the issue over the long-term by providing desired trail opportunities and connections on sustainable or reasonably maintainable system routes. State Parks will provide enhanced wayfinding and educational information and rely on partners to educate their user bases and support other methods such as creating volunteer patrols to identify and help address new non-system routes. Other approaches to preventing the development of non-system routes in the park include working with partner organizations and nearby land managers to provide desired trail uses on more suitable lands in the region outside of the park.

The RTMP also aims to improve administrative and emergency access within TASP to increase the presence of State Parks Peace Officers and reinforce stewardship. While increased law enforcement is considered a measure of last resort, it will be necessary when all other management methods have been exhausted. State Parks would need to provide adequate resources and support to ensure effective enforcement.

Project Prioritization

The RTMP includes many roads and trails and associated facility recommendations that will be implemented over time. Effective implementation requires first identifying which recommendations are top priorities to allocate resources and focus funding efforts. To make prioritization less subjective, projects are assigned points based on the trail deficiencies among five categories: visitor safety, resource protection, preservation of investment, visitor convenience, and new trail construction. These deficiencies are compared to the trail classification described in Chapter 4, “Designations and Classifications,” with lower number classifications receiving priority over higher number classifications. For additional information on trail classifications and project prioritization, see Chapter 2 of the California State Parks Trails Handbook (State Parks 2019). Projects that score the highest number of points

may receive higher priority for implementation. However, funding availability such as deferred maintenance, grants, or donations may ultimately dictate prioritization.

Project prioritization at TASP should focus on those recommendations that can most significantly and simultaneously protect park resources and improve visitor experiences.



Projects that address resource protection, such as non-system routes through False Lake Meadow, may be high priority.

CEQA Compliance

The environmental effects of implementing this RTMP will be evaluated consistent with the requirements of the California Environmental Quality Act (CEQA) in the RTMP Initial Study/Mitigated Negative Declaration (IS/MND) or Initial Study/Negative Declaration (IS/ND), as appropriate. Because site-specific details are not yet available for facilities proposed in the RTMP, the detail of the environmental analysis in the IS/MND or IS/ND will be commensurate with the programmatic level of detail in this RTMP.

In many cases, implementation actions such as the construction of new trails or facilities or inclusion of non-system routes into the system will require additional design and environmental review pursuant to CEQA. These project-level reviews for individual projects may tier off an existing programmatic environmental document. Tiering pursuant to CEQA Guidelines Section 15152 allows project-level environmental review to rely on the broader analysis contained in a programmatic document. For the purposes of this RTMP, “later activities” (i.e., individual projects)



consistent with the RTMP may be considered “within the scope” of the program IS/MND or IS/ND for purposes of CEQA compliance, if the project-specific impacts were considered in the IS/MND or IS/ND and no new or more severe significant effects have been identified for the later activity. This approach streamlines subsequent environmental review by focusing on site-specific issues associated with the individual project, thereby expediting the process while ensuring full compliance with CEQA requirements.

The environmental effects of other activities, such as ongoing trail maintenance or reengineering, will be fully addressed in the IS/MND or IS/ND and may be considered “within the scope” of the program IS/MND or IS/ND for purposes of CEQA compliance. If so, no additional environmental review is required under CEQA for those later activities that are within the scope of the RTMP IS/MND or IS/ND.

The following activities that are proposed in the RTMP are expected to be fully evaluated in the

RTMP IS/MND or IS/ND and not require the preparation of additional CEQA documentation:

- Closure, decommissioning, and restoration of existing segments of system roads and trails or non-system routes to natural conditions.
- Maintenance to include reconstruction or reengineering within an existing road or trail prism.
- Minor reroutes necessary to improve road or trail sustainability.
- Addition of signage, interpretation, wayfinding, or other educational components of road or trail redevelopment.

Furthermore, implementation of other recommendations in this RTMP, such as maintenance of existing facilities or activities that result in minor alterations to land may be categorically exempt from CEQA, regardless of whether the activity was evaluated in the RTMP IS/MND or IS/ND.



Closure, decommissioning, and restoration of roads, trails, and non-system routes would not require additional CEQA analysis following the RTMP IS/MND or IS/ND.

6.2 MAINTENANCE

Maintenance Agreements

Future assistance with trail maintenance could be enhanced by establishing agreements with partner groups and organizations. These could be formal agreements such as memorandums of understanding, service agreements, or contracts. Partner groups may have the expertise needed to maintain certain types of trails. State Parks has limited resources to maintain trails and working with volunteer-based organizations would increase maintenance capacity as well as foster visitor stewardship of the road and trail system at TASP.

Maintenance Activities

A thorough and ongoing maintenance program prevents maintenance issues from becoming more significant problems that may require more costly repairs or reconstruction. It also limits the development of non-system routes built as bypasses around system trails with sustainability issues. Typical maintenance activities can be divided into four categories, described in the following sections. Table 6-1 lists the typical maintenance activities and targeted frequency for these activities.

Cyclical Maintenance

Cyclical maintenance includes activities that occur on a daily, annual, two-year, or five-year basis, such as drainage maintenance, vegetation clearing, tread maintenance, and brushing. Typically, annual trail maintenance tasks can be conducted by maintenance staff, a conservation corps crew, or volunteer crews. Cyclical maintenance is planned for the average life span of a facility. However, weather, vandalism, and other unpredictable events can greatly affect the lifespan, and periodic trail inspections are necessary to keep staff abreast of current conditions.

Incident-Related Repairs

Incident-related repairs occur on an as-needed basis when road and trail facilities are damaged by natural or human-caused events such as major

storms, wildfires, or vandalism. Activities include construction, reconstruction, reengineering, and restoration performed project-by-project.

Prorated Maintenance

Prorated maintenance includes the replacement of trail structures that have reached the end of their safe and usable lifespan due to age or improper design. Activity frequency is standardized by the department and includes replacement of structures such as bridges, puncheons, steps, rails, and retaining features.

Deferred Maintenance

Deferred maintenance includes the backlog of projects created when trail system maintenance needs exceed the capacity of the maintenance program. Deferred maintenance includes a range of activity types, such as trail and trail structure reconstruction, trail reroutes, and trail decommissioning and restoration.

Table 6-1 Targeted Frequency of Trail Maintenance Activities

Maintenance Activity	Example Frequency
Emergency drainage	During major water runoff
Structure construction or reconstruction	As needed
Bridge replacement	15–20 years
Puncheon replacement	10–15 years
Retaining wall replacement	As needed
Stair replacement	10-15 years
Structure repair	Annually/as needed
Drainage facility construction or reconstruction	As needed
Drainage repair	Annually/as needed
“Trio” maintenance	Every 5 years
Clearing	Annually/as needed
Tread repair	Annually/as needed
Trail reroute	As needed
Brushing	Annually/as needed

Source: Information from 2019 State Parks Trails Handbook, adapted by Ascent in 2025.

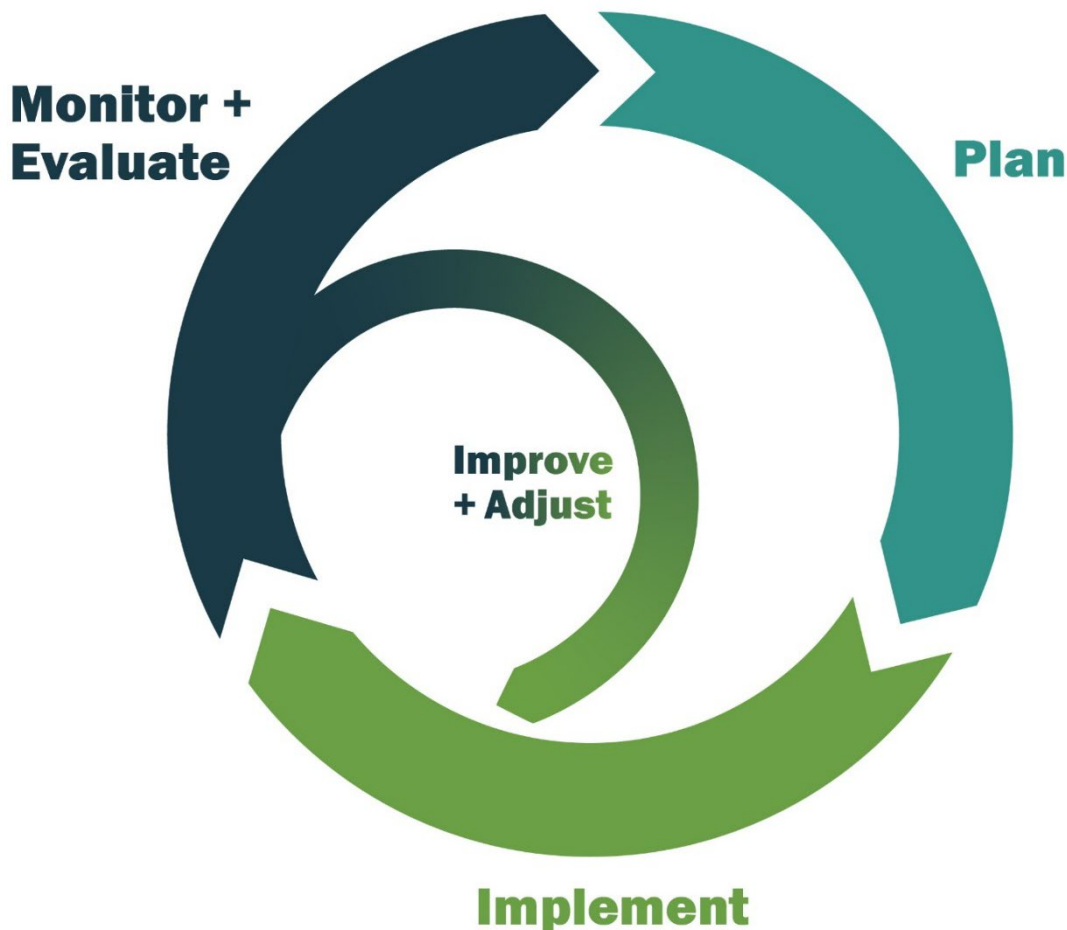


6.3 MONITORING AND ADAPTIVE MANAGEMENT

A comprehensive monitoring program is recommended for all implemented road and trail projects to evaluate the effectiveness of the project and to adapt management approaches to the project to improve its success over time. Monitoring also provides valuable data that can be used to improve the success of future road and trail projects and to further assess problem areas. Appendix G, “Trail Monitoring,” of the State Parks Trails Handbook provides an adaptable framework for trail project monitoring.

Roads and trails at the park will be managed under an adaptive management framework. Adaptive management is a systematic approach

for improving resource management by learning from and responding to management outcomes. Although management outcomes can be derived by typical monitoring procedures described in the State Parks Trails Handbook, it is up to the manager to evaluate these outcomes and generate alternative approaches as necessary for improved project performance. Adaptive management is an ongoing process used by trail managers to continually monitor, evaluate, reassess, and make educated decisions to improve trail system performance.



The adaptive management process includes monitoring, evaluating, and reassessing trail conditions to improve the performance of a trail system.

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