Trione-Annadel State Park
ROAD AND TRAIL MANAGEMENT PLAN

PUBLIC REVIEW DRAFT – JANUARY 2026

Prepared for:
California State Parks Bay Area District

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State Parks Mission

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

Trione-Annadel State Park Purpose

1975 Statement of Purpose

The purpose of Annadel State Park is to make available for the enjoyment of the people, unimpaired forever, the natural, scenic, cultural, and recreational values occurring on the plateau southeast of Santa Rosa which culminates in Bennett Peak, and is generally defined on the north by Channel Drive and Spring Lake, on the northeast by the developed properties of Oakmont subdivision and the related road system, on the east by Lawndale Road and Schultz Road, and on the south by Bennet Valley Road, including; the manmade but essentially naturalized Lake Ilsanjo with its shore lands; the scenic values of Bennett Peak; the meadow woodland complexes which characterize the western half of the plateau, the Douglas fir forests of the plateau and its northeastern slopes; the cultural values including the Annadel obsidian quarry site utilized by Native Americans and other known or unknown archeological or historical sites; and all the recreational values pertaining to the resources of the unit.

1976 Interpretive Prospectus Statement of Purpose

The purpose of Annadel State Park is to make permanently available for the enjoyment and inspiration of this and future generations, a large land area representative of the inner coastal ranges which enfold such valleys as the Sonoma Valley.

The function of the Department of Parks and Recreation at Annadel State Park is to manage and protect the resource values so as to assure their perpetuity, to interpret these values effectively, and to provide those the facilities consistent with the responsibility and obligations of the Department.

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BACKGROUND

Trails are fundamental to fulfilling the California Department of Parks and Recreation's (State Parks) mission to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation. The Road and Trail Management Plan (RTMP or Plan) for Trione-Annadel State Park (TASP or park) provides specific and detailed management direction for the long-term planning, design, construction, maintenance, and management of the road and trail system in the park. The RTMP considers current and potential public use, park operations, evolving trail uses, maintenance capabilities, and sensitive resources to plan for high-quality recreational road and trail opportunities that protect vital natural and cultural resources.

The park is situated in Sonoma County 60 miles north of San Francisco on the eastern edge of the City of Santa Rosa. It comprises approximately 5,500 acres of state land and has nearly 37 miles of system roads and trails, as well as a substantial number of non-system routes (see Glossary in Appendix 8 for definitions). The park's trails are very

popular due to the proximity of the park to Santa Rosa and the park's reputation as a trail destination. TASP contains one of the largest and most well-known mountain bike trail networks in Northern California. Up to 13,000 people per month visit the park to hike, bike, run, and ride horseback. Hiking is allowed on all system trails. In addition, biking and horseback riding are allowed on a majority of the road and trail system. In addition to road and trail use experiences, the park offers opportunities for picnicking, fishing, wildlife and nature viewing, and non-motorized boating.

A State Parks planning team has prepared the RTMP in accordance with Departmental Notice 2012-06 and applicable state regulations for resource protection and public participation. The planning team consists of multidisciplinary staff from the sector, district, and headquarters supported by State Parks' consultants. The planning team developed an inventory of park routes characterized and categorized according to State Parks guidelines. Plan development has been supported by information gathered between 2024 and 2025 through site visits, field evaluations, park user surveys, public input, and outside agency coordination.

Multi-Use Trails

27.7 miles in TASP (75 percent)

Hiking Trails

1.3 miles in TASP (4 percent)

Unpaved Roads

7.8 miles in TASP (21 percent)
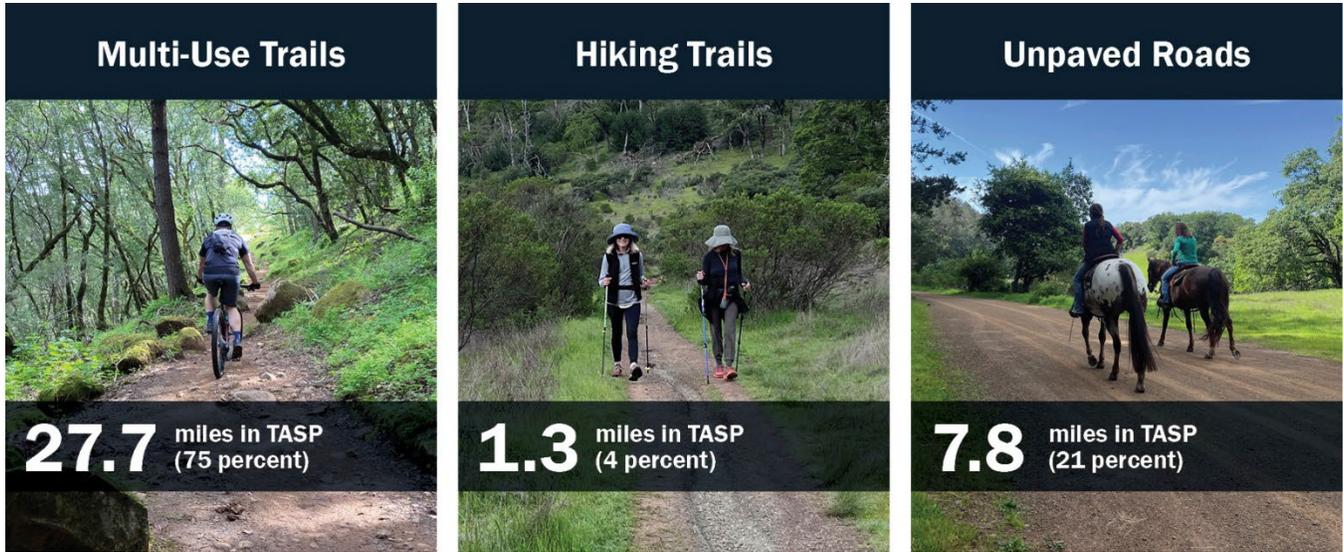
The existing road and trail system at TASP contains 36.8 miles of multi-use trails (hike/bike/horse), hiking trails (hike only), and unpaved roads with multi-use designations.

THE PLANNING PROCESS

The RTMP was developed through a dynamic planning process described in Chapter 2, "Planning Process." The planning process has multiple steps including inventory and mapping, public and stakeholder input, evaluating and synthesizing data, developing recommendations, and preparing this Public Draft RTMP. After public review of this draft RTMP, the plan will be modified, as needed, in response to public comments. After considering public comments on the Public Draft RTMP, the planning team will develop a Proposed RTMP in conjunction with an environmental review document, which will be released for public and agency review prior to consideration for approval.

TASP covers 5,500 acres and contains sensitive resources including sensitive natural communities and habitat for special-status species, wetlands, watercourses, historic and archeological resources, and tribal cultural resources.

PRIMARY ISSUES AND PLAN RECOMMENDATIONS

This RTMP proposes management-level actions intended to provide a sustainable road and trail system that accommodates a variety of uses, experiences, and the abilities of a diverse and growing population; ensures equitable access; and conserves, protects, and promotes public enjoyment of the park's natural and cultural resources. Figure ES-1 shows the proposed trail system if all plan recommendations are implemented.

The RTMP divides TASP into five planning zones, described in Chapter 3, "Park Conditions, Opportunities, and Constraints," each with different characteristics, recreational and educational opportunities, and resources. Chapter 5, "Plan Recommendations" includes parkwide as well as planning zone recommendations. The recommendations address the full range of issues related to roads and trails, including strategies to address the primary issues identified in the sections below.

Multi-use Trail Management

The majority of the system roads and trails in the park are designated as multi-use facilities that allow hikers, bicyclists, and equestrians. These multi-use trails are popular for a variety of uses including hiking, trail running, mountain biking, gravel biking, and horseback riding. This mix of uses has led to user conflict and safety concerns, including potential conflicts between higher-speed trail uses, such as mountain biking and currently unauthorized e-bikes, and lower-speed trail uses, such as hiking and horseback riding. Visitors have expressed concerns that the mix of uses can degrade the trail user experience. This RTMP includes multi-use trail recommendations to address issues specific to bicycling as part of a series of potential pilot projects. These recommendations are intended to address bicycle management within TASP and should not be interpreted as setting precedent for statewide park management.

RTMP Strategies to Manage Multi-Use Trails:

- **Tailor trail use management:** Tailor trail opportunities to individual uses by providing equestrian trails (hike/horse only) and bicycling trails (hike/bike only) and managing select multi-use trails (hike/bike/horse) as single directional for bicycles.

- **Provide a variety of trail experiences:** Provide a wider range of trail opportunities such as trails designed for a variety of experiences and trails optimized for bicycle use to accommodate a range of trail users.

- **Offer education:** Enhance wayfinding, information dissemination, and educational programs and materials to improve navigation and encourage responsible trail etiquette.

Natural and Cultural Resource Protection

The park contains sensitive resources including sensitive natural communities and habitat for special-status species, wetlands, watercourses, historic and archeological resources, and tribal cultural resources. These resources are being degraded by a proliferation of non-system routes in sensitive areas, off trail access, and inadequately designed or maintained system roads and trails. State Parks implements ongoing resource management programs to protect sensitive resources.

RTMP Strategies to Protect Natural and Cultural Resources:

- **Decommission non-system routes:** Decommission and restore non-system routes that have the greatest impact on resources.

- **Avoid sensitive resources:** Locate new trails and reroute existing trail segments to avoid and/or minimize sensitive resources to the extent feasible.

- **Minimize impacts to intact habitat:** Minimize resource impacts and habitat fragmentation associated with providing new trail uses within large areas of intact habitat.

- **Improve design features:** Construct and maintain additional trail features to minimize impacts to sensitive resources, such as boardwalks, elevated stream crossings, and drainage structures.

- **Enhance education and interpretation:** Enhance educational and interpretive programs and materials to promote responsible resource appreciation, recreation, and stewardship.

Existing Road and Trail Sustainability

Many of the existing roads and trails in TASP have sustainability challenges such as erosion issues, drainage issues, or overly steep alignments. These sustainability issues can affect natural resources and degrade the experience for trail users. State Parks conducted a detailed field evaluation of road and trail structures, drainage structures, and road and trail erosion in the park (Appendix 3). This evaluation identified the location and severity of sustainability issues and provides general recommendations for each structure, road, or trail.

RTMP Strategies to Improve Sustainability of Existing Roads and Trails:

- **Better maintain trails:** Implement targeted modifications to existing trails and conduct ongoing maintenance to reduce safety hazards and improve functionality for the full range of trail users.

- **Reconstruct or re-engineer trails:** Improve specific road and trail segments and structures to create sustainable roads and trails in their current location.

- **Remove, re-route, or re-engineer unstainable trails:** Decommission or relocate specific road and trail segments that are in unsustainable locations.

- **Support partnerships and agreements:** Collaborate with outside groups and volunteers to increase trail maintenance and project capacity.

Non-system Routes

Almost 40 miles of non-system routes exist in TASP. Some are legacy routes from before TASP was acquired by State Parks. However, many have been created by trail users seeking trail experiences that are not readily available (such as technical mountain biking trails). Other user-created trails provide connections to specific locations or were likely created to provide an alternative to system trails that are in poor condition. Many of the non-system routes are highly developed, heavily utilized, and serve as informal access points connecting to adjacent private properties. These non-system routes are often not sustainably designed and may degrade sensitive resources. As part of the planning process, State Parks conducted an evaluation of non-system routes to assess trail conditions and identify non-system route segments that meet trail sustainability and experience criteria and could be incorporated in the future as system trails as they are, system trails with modifications, or removal and returned to a natural condition. This evaluation informed the recommendations for the treatment of non-system routes.

RTMP Strategies to Address Non-System Routes:

- **Provide desired trail experiences:** Reduce the proliferation of non-system routes by providing visitors with a wider range of desired trail experiences on sustainable system trails.

- **Provide desired connections:** Limit the creation of non-system routes by providing trail connections to desired locations on sustainable system trails.

- **Incorporate or decommission non-system routes:** Identify sustainable segments of non-system routes providing desired user experiences and/or connections for future incorporation as system trails. Remove and restore to a natural condition non-system routes that are unsustainable and unmaintainable and negatively affecting trail safety and natural and cultural resources.

- **Improve Stewardship:** Improve stewardship through educational and volunteer opportunities to assist in discouraging the creation of non-system routes.
- **Improve system trails:** Maintain and improve system trails to discourage the creation of alternative alignments.
- **Enhance information and wayfinding:** Provide clear information and consistent signage to distinguish system roads and trails from non-system routes, helping visitors effectively navigate and reducing unintended use of unsanctioned paths.

Access, Parking, and Trail Amenities

Visitors access TASP through a variety of formal trailheads and informal access points from surrounding neighborhoods and parklands. One formal trailhead has no public parking, and several parking areas have limited trailhead amenities, such as restrooms or wayfinding information. Trail amenities, such as benches, drinking water, picnic tables, and signage are limited in many parts of the park. Portions of TASP are difficult to access for emergency, operational, and administrative vehicular access.

RTMP Strategies to Enhance Access and Trail Amenities:

- **Improve public access:** Improve access at existing formal trailheads and adopt selected informal access points as official entrances and provide entrance improvements and connections to system roads and trails.
- **Support regional connections:** Provide trail connections to adjacent protected lands and trails.
- **Improve accessibility:** Provide accessibility improvements on system trails, accommodate adaptive recreation, and ensure compliance with applicable accessibility standards.
- **Expand administrative and emergency access:** Convert selected trails to unpaved roads to provide emergency, operations, patrol, and administrative access to less accessible portions of the park, and into the park from adjacent protected lands.
- **Provide new trail amenities:** Provide a moderate amount of new trail and trailhead amenities in select locations, such as wayfinding and interpretive signage, portable water stations, picnic tables, restrooms, and shade structures.

PLAN IMPLEMENTATION

The future implementation of the RMTP recommendations will be influenced by park priorities, stakeholder and public input, and funding availability, as described in more detail in Chapter 6, "Implementation." 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 to help guide future park management decisions.

Many of the RTMP recommendations will require site-specific planning and environmental review prior to implementation. Chapter 6, "Implementation," and the California Environmental Quality Act (CEQA) environmental document for this RTMP provide additional guidance on project-level requirements and CEQA compliance for recommendations proposed in the RTMP.

Improvements at Trione-Annadel State Park identified in this RTMP will be implemented over time and influenced by park priorities, stakeholder and public input, and funding availability.

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

CHAPTER 1   INTRODUCTION

Roads and trails are a key component of public recreation facilities at Trione-Annadel State Park (TASP or park) and are critical to fulfilling the mission of the California Department of Parks and Recreation (State Parks). State Parks is committed to providing the highest-quality trails to accommodate the recreational needs of diverse user groups by planning and developing trails pursuant to the State Parks Trails Policy:

> *The Department, through a public planning process, will strive to meet the recreational, educational, and interpretation needs of its diverse trail users by developing trails within state park units, consistent with unit classification, general plan directives, cultural and natural resource protection, public safety, accessibility, use compatibility, and other legal and policy mandates. Multi-use trails and trail connectivity with adjacent public trail systems will be considered in the development of trail plans or individual trails.*

1.1   PURPOSE

The purpose of the Road and Trail Management Plan (RTMP) is to provide a comprehensive plan for the long-term planning, design, construction, maintenance, and management of the road and trail system within the park. It examines the existing road and trail network, considers current and potential public use, park operations, and the protection and enhancement of cultural and natural resources to ensure recreational road and trail opportunities are made available to their fullest potential while protecting vital resources. This comprehensive plan also considers other regional recreational opportunities and connectivity to nearby public lands. Plan recommendations are informed by extensive public outreach and input. Specifically, this RTMP:

- Proposes new or modified trail connections to improve circulation and connectivity between park areas, enhance user experience, and reduce conflict between user groups;

- Makes determinations for the future adoption or removal and restoration of non-system routes;

- Makes recommendations to reroute, rebuild, or decommission system roads and trails that are unsustainable or have resource impacts;
- Identifies maintenance priorities and ongoing maintenance needs; and
- Identifies improvements and additions to road and trail facilities and amenities, such as trailheads, parking, restrooms, and other visitor serving facilities.

Developing an RTMP is paramount to ensuring that the park's road and trail system fulfills the needs of park users while protecting cultural and natural resources. Parkwide and regional trail system planning is the preferred and most effective method to comprehensively identify road and trail corridors to improve the entire road and trail system and to reduce construction and maintenance costs.

The RTMP considers additional trail-related facilities and amenities, such as trailheads, signage, parking, and restrooms.

1.2 PLANNING NEED

The roads and trails at TASP are the primary recreational opportunity for park visitors. Properly sited, designed, constructed, maintained, and managed roads and trails provide high-quality recreational opportunities and protect sensitive natural and cultural resources by focusing recreational activity on less-sensitive park lands.

The road and trail system at TASP evolved from trails and unpaved roads that were on the property when it was acquired. They were developed to meet the needs of the previous property owners

and may not fully serve the needs of the park or meet current trail standards in the State Parks Trails Handbook. Historical quarry activities and ranching operations within this park created a dense network of informal access routes that have since been adapted into today's trail system. Because these alignments were never engineered to sustainable trail standards, many suffer from erosion, poor drainage, and unstable tread.

The absence of a comprehensive, park-wide road and trail management plan has perpetuated reliance on these legacy routes rather than guiding new, sustainably designed alignments. Compounding the challenge, the State Parks Bay Area District staffing and funding constraints leave limited capacity for the thorough planning, design, and ongoing maintenance needed to ensure a resilient, ecologically sensitive trail network.

The existing legacy trail system also does not provide the full range of trail opportunities and connections that visitors seek. Visitors to TASP value the range of recreational opportunities provided by the trails. However, a substantial number of non-system routes have been created, many by users seeking additional trail opportunities or connections. Many of the non-system routes are highly developed, heavily utilized, and serve as informal access points connecting to adjacent properties. These non-system routes are often not sustainably designed, which may degrade sensitive resources and create safety concerns for visitors.

What are non-system routes?

Non-system routes are unofficial trails that are often user-created or from remnant historic uses. They are sometimes called "social," "volunteer," or "user-created" trails. See Chapter 4, "Designations and Classifications," for more information.

Current challenges also include managing conflicts between different trail uses and balancing recreational uses with protecting the undeveloped feel of the park.

Partner agencies and organizations in the Sonoma County region have pursued land acquisitions and easements adjacent to the park, providing opportunities for trail connectivity, wildlife corridors, and natural and cultural resource protection across jurisdictions.

In addition, TASP is in a wildland-urban interface (WUI), and longer, hotter, drier fire seasons will magnify management issues of the fire regime. Existing urban communities and development along park boundaries present added challenges to park management. The road and trail system must accommodate emergency access and evacuation, as well as administrative access needed for resource management and wildfire fuel reduction.

TASP has an extensive road and trail system with varying conditions and use designations (Figure 1-1). The park also features a high number of non-system routes. The RTMP provides a comprehensive strategy to develop and manage the road and trail system to address contemporary challenges, provide high-quality recreation opportunities, and protect resources consistent with State Parks mission.

State Parks and many other land management agencies face challenges from the proliferation of non-system routes. State Parks is working to address these issues through planning efforts and projects, like this RTMP. This RTMP addresses issues specific to TASP and is not intended to establish precedent for addressing non-system routes or bike-optimized trails within other units of the state park system. Rather, it serves as a prototype to be monitored for both successes and failures, with the goal of informing and shaping future policies.

TASP is divided into five planning zones that provide structure for parkwide road and trail planning. An overview of the planning zones is shown in Figure 1-2.

TASP has an extensive road and trail system with varying conditions and use designations along with a high number of non-system routes.

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Figure 1-1   Trione-Annadel State Park Existing Conditions

TRIONE-ANNADEL
STATE PARK
EXISTING CONDITIONS

⌐⌐	Park Boundary
🚶	Trailhead
🅿	Parking
🚻	Restroom
	Visitor Center
	Maintenace Area
⛱	Picnic Area
	Bench
	Viewpoint
⊠	Quarry
⊶	Locked Gate
⊠	Emergency Vehicle Access Only (No Public Access)
○	Horse Trough
—	Multi-use Trail
—	Hiking Trail
—	Fire Road/Unpaved Road
—	Other Agency Trail
	Major Road
	Paved Road
– –	Waterways
	Marsh
	Powerline Corridor
	Contour (40-foot Interval)
	Surrounding Protected Lands
	Surrounding Open Space/Conservation Easements
////	Restricted/No Public Access Lands

Esri World Hillshade/NAIP Imagery
20210027.05 GIS 001

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

Figure 1-2   Park Planning Zones

PARK PLANNING ZONES

- Park Boundary
- Cobblestone Zone
- Richardson Zone
- Bennett Zone
- Lawndale Zone
- Schultz Zone
- Multi-use Trail
- Hiking Trail
- Fire Road/Unpaved Road
- Other Agency Trail
- Waterways
- Powerline Corridor
- Contour (40-foot Interval)

WYMORE QUARRY

FALSE LAKE MEADOW

COBBLESTONE ZONE (1,138 ACRES)

RICHARDSON ZONE (1,261 ACRES)

Lake Ilsanjo

BUICK MEADOW

FREY CANYON

GORDENKER QUARRY

LAWNDALE ZONE (812 ACRES)

BENNETT ZONE (1,162 ACRES)

LEDSON MARSH

SCHULTZ CANYON

SCHULTZ ZONE (733 ACRES)

Bennett Mountain (1,887')

Esri World Hillshade/NAIP Imagery
20210027.05 GRX 001

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

TASP is situated within the Valley of the Moon and contains large areas of oak woodlands.

1.3   PARK SETTING

TASP is located 60 miles north of San Francisco in Sonoma County as shown on Figure 3-1. The park sits in the Valley of the Moon, and is surrounded by small communities and suburbs. The park consists of approximately 5,500 acres and is bounded on the north by Melita Road and the community of Rincon Valley, on the east by the town of Kenwood and the City of Santa Rosa, on the south by Los Guillicos, Warm Springs, and Bennett Valley Roads, and on the west by the community of Bennett Valley.

Sonoma County, the northernmost county in the San Francisco Bay Area, is home to approximately half a million residents. TASP, situated near Santa Rosa, serves as a prominent recreational destination due to its accessibility and popularity among area residents. The park boasts one of Northern California's most extensive and renowned multi-use networks. Each month, up to 13,000 individuals visit the park to engage in a variety of recreational activities such as hiking, biking, running, horseback riding, and

birdwatching. With over 45 miles of designated trails, TASP is a major destination for trail users.

The planning zones each have a unique character based on natural resources, topography, and visitation patterns. More detail on each planning zone is provided in Chapter 3, "Park Conditions."

Park History

Different people have used, valued, and influenced the landscape and resources of the park over time. The lands within TASP are part of the larger ancestral territory of the Coastal Miwok, Pomo, and Wappo peoples who used the area for thousands of years before the arrival of European people. Contemporary tribal people maintain traditional ties to the area and continue their stewardship of the land.

The history of TASP includes significant grassroots conservation efforts by residents. Prior to its designation as a state park, the land served as a site for recreational activities such as camping, hunting, and exploration, particularly through scouting programs. Public advocacy efforts were

instrumental in preventing the area from being developed into residential housing. State Parks acquired TASP in 1971, which was then named Annadel State Park.

The significance of community support was reaffirmed during the recession of the late 2000's, when budgetary challenges threatened closure of the park. The community and partner organizations rallied, and Sonoma County Regional Parks took over park operations for a year. In 2013, State Parks resumed operations and three years later the State of California ruled to officially change the name to Trione-Annadel State Park in recognition of Henry Trione's philanthropy and role in establishing the park.

Trail uses at TASP include mountain biking, horseback riding, hiking, and wildlife viewing.

Recreational Uses

TASP provides an easily accessible place for visitors to participate in a range of outdoor experiences in an undeveloped area. The limited facilities and development within the park are a large part of the park's appeal and provide a contrast and refuge from experiences living in an urban environment. The multi-use trails (hike/bike/horse) are the park's primary recreational opportunity and draw visitors seeking a range of trail experiences from mountain biking, hiking, trail running, and horseback riding to wildlife viewing.

Natural Environment

TASP has a complex mosaic of plant communities, including northern oak and Douglas fir forests and the meadow-woodland complexes. The park also has one of the best examples of a unique Oregon oak/California fescue community in California. Lake Ilsanjo, a 26-acre artificial lake, is the heart of the park. The lake provides a permanent body of water in an otherwise arid landscape for nonmotorized boating and fishing. Ledson Marsh, a 30-acre freshwater wetland, is in the quieter southeast region of the park and supports numerous special-status species.

CHAPTER 2   PLANNING PROCESS

2.1   STATE PARKS RTMP PLANNING PROCESS

Developing an RTMP is a dynamic process that involves considerable collaboration between State Parks, stakeholder groups, surrounding local jurisdictions, resource and regulatory agencies, and the public.

This RTMP has been prepared in accordance with State Parks Trails Policy, which calls for a public planning process that strives to meet the recreational, educational, and interpretive needs of diverse trail users by developing trails consistent with the unit classification, general plan directives, cultural and natural resource protection, public safety, accessibility, user compatibility, and other legal and policy mandates. State Parks' RTMP planning process involves the following major steps:

1. **Develop the Project Team:** The project team consists of multi-disciplinary staff from the sector, district, headquarters, and consultant team as needed (see Appendix 9).

2. **Inventory and Mapping:** A road and trail inventory was conducted and base maps with associated attributes were created. In addition, the planning team collected information on sensitive resources and physical conditions

and prepared a trail suitability analysis to identify the relative suitability of different portions of park in supporting sustainable trails. This inventory and assessment process provided an objective and consistent method for determining road and trail infrastructural problems and associated solutions.

3. **Public and Stakeholder Input:** Input was gathered from park users and other stakeholders. This includes information on issues pertinent to road and trail use and sustainability. A community feedback survey, public meetings, online activities, and pop-up events were conducted to solicit input from a diverse range of trail users to allow the public to assist in identifying needs, suggesting routes, and environmental protection.

4. **Evaluate and Synthesize Data:** Data was collated, compared, and assessed. Key issues were identified, including trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and user conflicts. Various road and trail management opportunities were considered as part of the opportunities and constraints analysis.

5. **Development of Recommendations:** To develop plan recommendations, the planning team considered public input, accessibility needs, natural and cultural resource management concerns, and trail linkages within and outside the park. Many of the opportunities are carried over as the plan recommendations. Recommendations for the plan include changes in allowed uses, new routes, rerouted trails, decommissioning of unsustainable routes, and new or alterations to facilities.

6. **Administrative Draft RTMP:** An internal draft of the preferred plan was developed for review and deliberation by State Parks staff after gathering public input.

7. **Public Draft RTMP:** Following internal State Parks review and refinements of the Administrative Draft, a Public Draft RTMP was developed for public review and comment.

The project team shared the Public Draft RTMP for public review and hosted a public meeting to solicit comments related to the plan.

8. **Proposed Draft RTMP and Environmental Document:** The Proposed Draft RTMP will be developed as a revised version of the Public Draft RTMP that considers public comments on the Public Draft RTMP and includes the appropriate draft environmental document as required by CEQA.

9. **Public Review of Proposed Draft RTMP and Environmental Document:** Public comments will be solicited again through the required environmental review process. State Parks staff receive and evaluate public comments and respond as appropriate per CEQA guidelines. The Proposed Draft RTMP may be modified, as necessary, to address public comments or concerns.

10. **Final RTMP and Environmental Document:** The Final RTMP and associated environmental document will be completed, including changes resulting from public comments, and the RTMP is recommended for adoption.

Outreach consisted of community feedback through surveys, public meetings, online activities, and pop-up events.

2.2   PUBLIC ENGAGEMENT

The purpose of the public engagement efforts was to provide an overview of the RTMP, share analysis completed to date, present potential strategies under consideration, and provide local communities, residents, stakeholders, interested parties, and other agencies with opportunities to become actively involved in developing the RTMP. These efforts aimed to engage the public through a variety of interactive formats that encouraged meaningful input on key issues related to the park's road and trail system.

To ensure broad participation, outreach included both in-person and online opportunities for individuals to review project materials and provide feedback. This approach allowed individuals to engage at their own pace, whether by attending events or participating in similar feedback exercises through the online platform.

During the RTMP process, coordination and consultation with California Native American tribes occurred, consistent with State Parks policy and the requirements of CEQA. Figure 2-1 depicts the TASP RTMP public engagement process.

Community engagement during the RTMP process focused on the following goals:

- Share the vision, purpose, goals, and benefits of creating an RTMP.

- Involve interested and affected stakeholders in identifying needs, priorities, and values related to the RTMP.

- Create an effective and meaningful engagement process where all members of the community and key stakeholders, including those that are often underrepresented groups, can participate.

- Build shared commitment and support from decision makers, the public, and stakeholders.

- Provide transparency in the methodologies and approaches for technical analysis that support the RTMP process.

Figure 2-1   TASP RTMP Public Engagement Process

1 PLAN SCOPING		2 FEEDBACK ON PLAN		3 ENVIRONMENTAL REVIEW	
Trail Use Survey	Spring 2025	Public Meeting 2	Winter 2025/2026	Public Review of CEQA Document	Summer 2026
Pop-up Event 1	Spring 2025	Pop-up Event 2	Winter 2025/2026	Public Meeting # 3	Summer 2026
Public Meeting	Summer 2025	Public Review of RTMP	Winter 2025/2026		

Outreach Phases

Public engagement for the RTMP was structured into four phases. Each phase of the process highlights opportunities to provide input and feedback at key milestones to maximize the participation of the public and stakeholders. The various outreach activities that occurred during each of the four phases for the RTMP are described below:

- **Phase 1:** Announce planning process and solicit information regarding existing uses, opportunities, and constraints.
    - Distribute postcards at appropriate nearby locations; and post signage appropriate locations to notify the public of the planning process
    - Release of project introductory eblast, web page, and StoryMap
    - Project web page updates, email blasts, and social media
    - Release of trail use survey
    - Public Meeting #1: RTMP Scoping to identify opportunities and gather public input on what they would like to see at the park.
    - Pop-up Event #1
- **Phase 2:** Obtain feedback on Public Review Draft RTMP
    - Web page and StoryMap updates, email blasts, and social media
    - Release Draft RTMP for public review
    - Pop-up Event #2
    - Public Meeting #2: Feedback on Draft RTMP
    - Respond to public comments/questions
- **Phase 3:** Complete environmental review
    - Web page and StoryMap updates, email blasts, and social media
    - CEQA notices

- Formal public review period for Proposed RTMP and environmental document and respond to comments/questions
    - Public Meeting #3: Comments on environmental document
- **Phase 4:** Complete Final RTMP
    - Web page and StoryMap updates, email blasts, and social media
    - Release Final RTMP

Public Outreach Activities

The public has been invited to provide input by attending public meetings, taking a community feedback survey, and providing feedback at various pop-up events. The following is a summary of the key outreach activities that occurred throughout development of the RTMP during which the public was engaged and provided feedback. Results and input received from the Spring 2025 trail user survey and Pop-up Event #1 are included in Appendix 1. Results and input received from Public Meeting #1 and the associated public comment period are also included in Appendix 1.

Project-Specific Webpage

During the initial stages of the RTMP, the project team developed a project-specific webpage at www.parks.ca.gov/TASPRTMP that provided interested parties the ability to sign up for the email notification list, view project documents, and find contact information to send comments and suggestions. The project web page also included a link to an ArcGIS StoryMap that provides detailed background information for the project.

A supplemental Social Pinpoint website at https://ascent.mysocialpinpoint.com/trione-annadel-state-park-RTMP was also created to host community engagement exercises and provide summaries of feedback received.

Outreach Signage and Notifications

At the beginning of the RTMP process, the project team prepared and distributed information signs and flyers announcing the initiation of the RTMP and project webpage throughout the park at entry locations, park facilities, trailheads, and other access points to notify users of upcoming events and outreach opportunities. These informational signs also directed users to the project web page for more information to inform the public of the planning and environmental review process. Signs included a QR code to connect participants to the project webpage.

Postcards and Email Blasts

To kick off the project notification, the project team created a postcard in English and Spanish that contained a QR code and project webpage. These postcards were distributed at the pop-up event, posted on bulletin boards, and distributed at local events. The postcard contained a brief project summary and a link to the project website for more information. These postcards were used to direct the public and interested stakeholders to the project website to participate in a community feedback survey, provide feedback, and view project materials.

Emails were sent to the project contact list announcing opportunities to participate in the survey and other engagement activities. The project contact list included approximately 275 email addresses for nonprofit organizations, private stakeholders, neighboring property owners, and various user groups. People desiring to be included in communications for the RTMP could sign up for the contact list throughout the RTMP process.

GET INVOLVED!

Trione-Annadel State Park
ROAD AND TRAIL MANAGEMENT PLAN

Your input matters!
Take the survey to help inform management of trails at the park.

Posts, such as this one, on the TASP and State Parks social media accounts notified followers of the trail user survey.
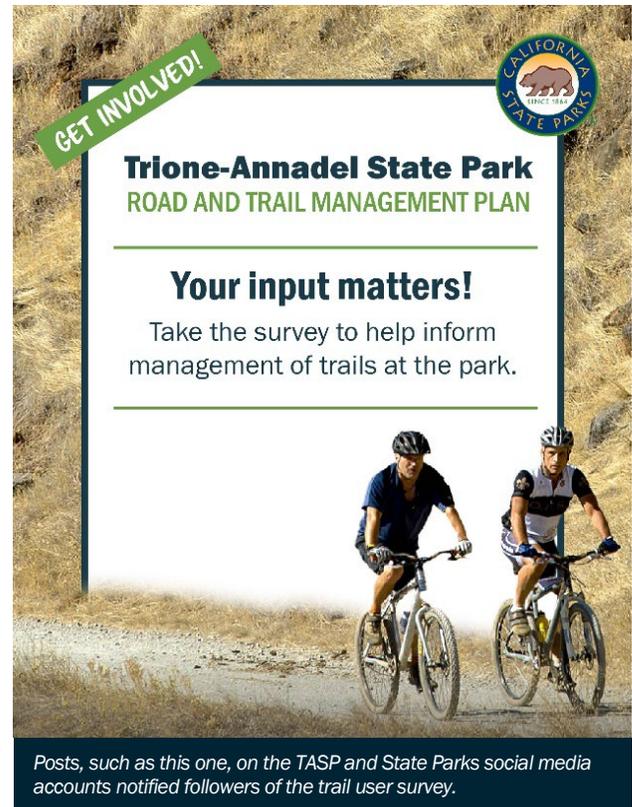
Social Media

During the RTMP process, the project team posted project information and noticed various outreach events using the State Parks Bay Area District Instagram and Facebook accounts, encouraging the public to attend the public meetings, participate in trail user survey and visit the project webpage.

Trail User Survey

An online trail user survey was conducted at the beginning of the RTMP to gather information from the public on their current trail uses and identify issues that can be addressed in the RTMP, such as improvements to trail access, desired locations and types of trailhead amenities and facilities, desired changes in use, and desired trail improvements. The online survey was made available during the initial outreach phase from April 25 to May 27, 2025. A total of 958 responses were received that represented the views of a cross-section of park visitors. Demographic information was also collected through an optional survey located on the project webpage.

Key findings show that 46 percent of respondents live within five miles of the park and visit on a weekly basis. Mountain biking was the most common activity (43 percent), followed by hiking and walking (31 percent), with most users visiting in groups of two to four. Top concerns included the lack of user-specific trail features (24 percent) and poor road and trail conditions (22 percent). Open-ended feedback revealed consistent themes, including a strong interest in incorporating existing non-system routes, concerns about trail maintenance, user group conflicts and safety, insufficient amenities, poor signage, and a desire for more varied trail experiences. These insights helped inform the RTMP. The results of the survey are included in Appendix 1 of this document.

Pop-Up Events

To reach potential visitors that may not be aware of the planning process or those who do not visit TASP regularly, the project team planned for and attended pop-up events held at the Santa Rosa Original Farmers Market located at Luther Burbank Center for the Arts in April 2025, and early 2026. Project team members distributed postcards that contained links to the project webpage and encouraged members of the public to participate in the trail user survey and review the Draft RTMP. State Parks recorded 88 visitors to the booth at the pop-up event. Public feedback from the event highlighted concerns about trail etiquette Attendees also expressed a desire for improved signage and wayfinding.

In-person public engagement efforts included public meetings and pop-up events.

Public Meetings

The planning process included three public meetings to provide the community and stakeholders with an opportunity to learn about and share input on the RTMP. Input received at the public meetings helped guide and inform the RTMP. Public Meeting #1 focused on understanding issues and existing conditions; and Public Meeting #2 provided an opportunity to review and give feedback on the Public Draft RTMP. The third public meeting provides an opportunity to review a revised version of the RTMP and comment on the environmental review. Below is a summary of the public meetings conducted thus far. A full summary of responses received from participants is provided in Appendix 1.

Public Meeting #1

On June 17, 2025, State Parks held an in-person public meeting from 6:00 to 8:00 p.m. at the Santa Rosa Veterans Memorial Building to introduce the RTMP. The meeting included a welcome station, a pre-recorded presentation, and an open house format where attendees could explore maps and topic boards, interact with State Parks and consultant staff, and provide input through a variety of hands-on exercises. The event aimed to share the planning process, review completed analysis, and potential RTMP strategies and collect public feedback on key issues.

To promote broader participation, an online comment period was held from June 17 to July 15, 2025, through an interactive web platform. This digital version of the public meeting mirrored the in-person activities, allowing users to review materials and submit feedback at their own pace. The online engagement provided an accessible option for those unable to attend the in-person event, ensuring the public had multiple ways to contribute input on the RTMP planning process.

State Parks staff talked with attendees at several different stations at Public Meeting #1.

State Parks trails staff conducted field evaluations of the non-system routes in summer and fall 2025.

2.3   NON-SYSTEM ROUTE EVALUATIONS

State Parks staff conducted evaluations of the existing non-system routes within TASP with the purpose of gaining an overall understanding of use levels, experience, and sustainability for each route. The evaluation informed whether non-system routes could be a candidate for future adoption into the road and trail system or better suited for future removal and restoration to a natural condition. Evaluations occurred throughout summer and fall 2025 and included a preliminary office evaluation of all non-system routes, including reviewing factors such as trail connectivity, impacts to known resources, drainage, and tree canopy. The preliminary evaluations were followed by field evaluations that considered:

- Whether the route contains excessive safety issues, such as blind curves and drops, that would not be easily correctable with maintenance or modifications.

- Whether the route generally displays sustainable design characteristics, such as a contouring curvilinear alignment, full bench tread, appropriately durable tread material, minimal "fall line" alignment, dips in and out of drainages, and good drainage.

- Whether the route is redundant to other non-system routes with superior experience, circulation, connectivity, or sustainability.

Each non-system route was categorized as either suitable for adoption as a system road or trail with no modifications, suitable for inclusion as a system road or trail with modifications, or not suitable as a system road or trail. Routes that are not suitable for inclusion should be restored to natural conditions. Non-system routes suitable for future inclusion into the system could be adopted if they support achieving recommendations in this RTMP. A further explanation of the non-system route evaluation process, as well as determinations, are viewable in Appendix 6.

2.4 CHANGE-IN-USE EVALUATIONS

State Parks implements a change-in-use evaluation process to facilitate consistency in the review of requested road and trail use designation changes. This process assesses proposals that would add or remove allowed recreational uses from existing system roads and trails. The evaluation identifies changes that best accommodate accessibility and recreational trail users that are appropriate for each road or trail through a transparent and objective decision-making process, while aligning with State Parks Trail Policy and avoiding major environmental impacts.

A Change-in-Use Evaluation Form is used to assess existing conditions and compatibility between the park classification and trail uses, as well as effects on circulation, safety, sustainability, and natural and cultural resources. It also assesses operation and maintenance costs associated with changing use designations.

Recommendations based on the Change-in-Use Evaluation results typically fall into one of the following categories: conditional approval that includes design modifications or repairs, conditional approval that includes management options, approval, disapproval, or being put on hold. Once a new trail use is allowed or use is removed, trails or sections in which a change-in-use has been approved are subject to an adaptive use management strategy to monitor and address unexpected impacts from a change-in-use, guide management or design changes to protect biological resources, ensure trail safety, and maintain sustainability. For additional information regarding the Change-in Use process please visit https://www.parks.ca.gov/?page_id=28461.

2.5 PLAN CONSISTENCY

Recommendations in this RTMP are consistent with Public Resources Code Section 5019.53, which provides directive for the purpose of improvements in a state park. In addition, this RTMP is consistent with the unit classification as a state park and following policies established in other approved departmental documents. The following documents were also consulted in the development of the plan:

- Trione-Annadel State Park Wildfire Management Plan (2021)
- Sonoma County General Plan (2008)
- City of Santa Rosa Active Transportation Plan (2025)
- City of Santa Rosa Draft General Plan (2025)
- Sonoma County Active Transportation Plan (2025)

Development of RTMP considered consistency with local and state parks planning documents.

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CHAPTER 3 PARK CONDITIONS, OPPORTUNITIES, & CONSTRAINTS

3.1   EXISTING CONDITIONS

Regional Context

TASP is located adjacent to an urban environment and provides recreation opportunities to Sonoma County residents and visitors, particularly from the large population center in the City of Santa Rosa north and west of the park. Due to surrounding developed land uses that exist around the park, TASP has a permeable park boundary and is commonly accessed from many different locations, both formal and informal.

TASP is one of many open access parks and protected lands within the Sonoma County region. State parks in the region include Sugarloaf Ridge State Park, Jack London State Historic Park, and Bothe-Napa Valley State Park. Sonoma County Regional Parks is a major landholder within the region, owning nearby Taylor Mountain Regional Park and Preserve, North Sonoma Mountain Regional Park and Preserve, Sonoma Valley Regional Park, Hood Mountain Regional Park and Preserve, and Spring Lake Regional Park.

Adjacent Land Use and Ownership

A majority of TASP lies within unincorporated Sonoma County but select areas of the park are within the City of Santa Rosa, primarily around the visitor center and northwest of the Lawndale Trailhead. Adjacent land ownership includes City of Santa Rosa, Sonoma Land Trust, and privately owned lands.

Land uses adjacent to the park within the city limit to the north and west include open space, recreation, single family and multi-family residential, public/institutional, industrial warehouse, and creek/waterway (Santa Rosa 2025a). Within unincorporated Sonoma County lands to the east and south of TASP, adjacent land uses include resource and rural development, diverse agriculture, and rural residential (Sonoma County 2025a).

Adjacent Parks and Protected Lands

Spring Lake Regional Park

Spring Lake Regional Park is a 320-acre park [adjacent to TASP to the west. The park is heavily visited and features about 10 miles of trails, camping, boating and paddling, a swimming lagoon and swim park, a café, picnic areas, fishing, a parcourse, and natural history center (Sonoma County 2025b). The park is owned and managed by Sonoma County.

Howarth Memorial Park

Howarth Memorial Park is a 138-acre community park owned and managed by the City of Santa Rosa (Santa Rosa 2025b). The park includes boating and fishing on Lake Ralphine, picnic areas, sports fields and courts, playground, and trails. The trail system connects with the trails at Spring Lake Regional Park and TASP.

Spring Lake Regional Park is adjacent to TASP and is a popular access point into the park.

Sonoma Mountain Vernal Pools

Sonoma Land Trust owns and manages the 174-acre Sonoma Mountain Vernal Pools ecological preserve to the southeast of TASP. Sonoma County Agricultural Preservation and Open Space District (Ag + Open Space) owns a conservation easement over the property. Although this area is not openly accessed by the public, it is accessible on a restricted basis, such as via guided outings. The property is conserved to protect rare and threatened plant species, seasonal vernal pools, and conserves a significant portion of an important wildlife corridor (Sonoma Land Trust 2025). In the future, the property may be transferred to a public agency for ownership and land management.

Closed Access Lands

TASP is bordered by various closed access protected lands that may have opportunities for public access in the future. Easements are held by Ag + Open Space over two private land areas to the south of TASP: Geary Ranch and the Gardner property. These lands are currently closed to public access. The Geary Ranch conservation easement is 412 acres of land used for cattle grazing on the southern slopes of Bennett Mountain. This property contains the 1,887-foot summit of Bennett Mountain. The Gardner property open space easement is 194 acres, and the land contains a winery, vineyards, and residential uses.

Ag + Open Space owns the 24-acre Keegan-Coppin property adjacent to the southwest corner of TASP. The property was acquired by Ag + Open Space in 1997 and is currently closed to public access.

Regional Recreational Resources

Bay Area Ridge Trail

The Bay Area Ridge Trail is a planned 550-mile multi-use trail to connect the ridgelines around the San Francisco Bay (Bay Area Ridge Trail 2025). A 10.8-mile segment of the Bay Area Ridge Trail runs through Spring Lake Regional Park and TASP (Figure 3-1). From west to east, the trail enters from Spring Lake Regional Park and follows Canyon, Marsh, Ridge, and Lawndale Trails within TASP. Future sections of the Bay Area Ridge Trail are planned through the Gardner property south of TASP to North Sonoma Mountain Regional Park and Open Space (Bay Area Ridge Trail 2020).

Active Transportation Facilities

City of Santa Rosa and Sonoma County have planned pedestrian and bicycle facilities identified in their Active Transportation Plans (ATPs) (Santa Rosa 2025c; SCTCA 2025). Existing active transportation facilities in the vicinity include Class II bike lanes and Class III bike routes along State Route (SR) 12 west of the park and along Channel Drive west of the park boundary (Figure 3-1).

Figure 3-1   Regional Protected Lands and Trails
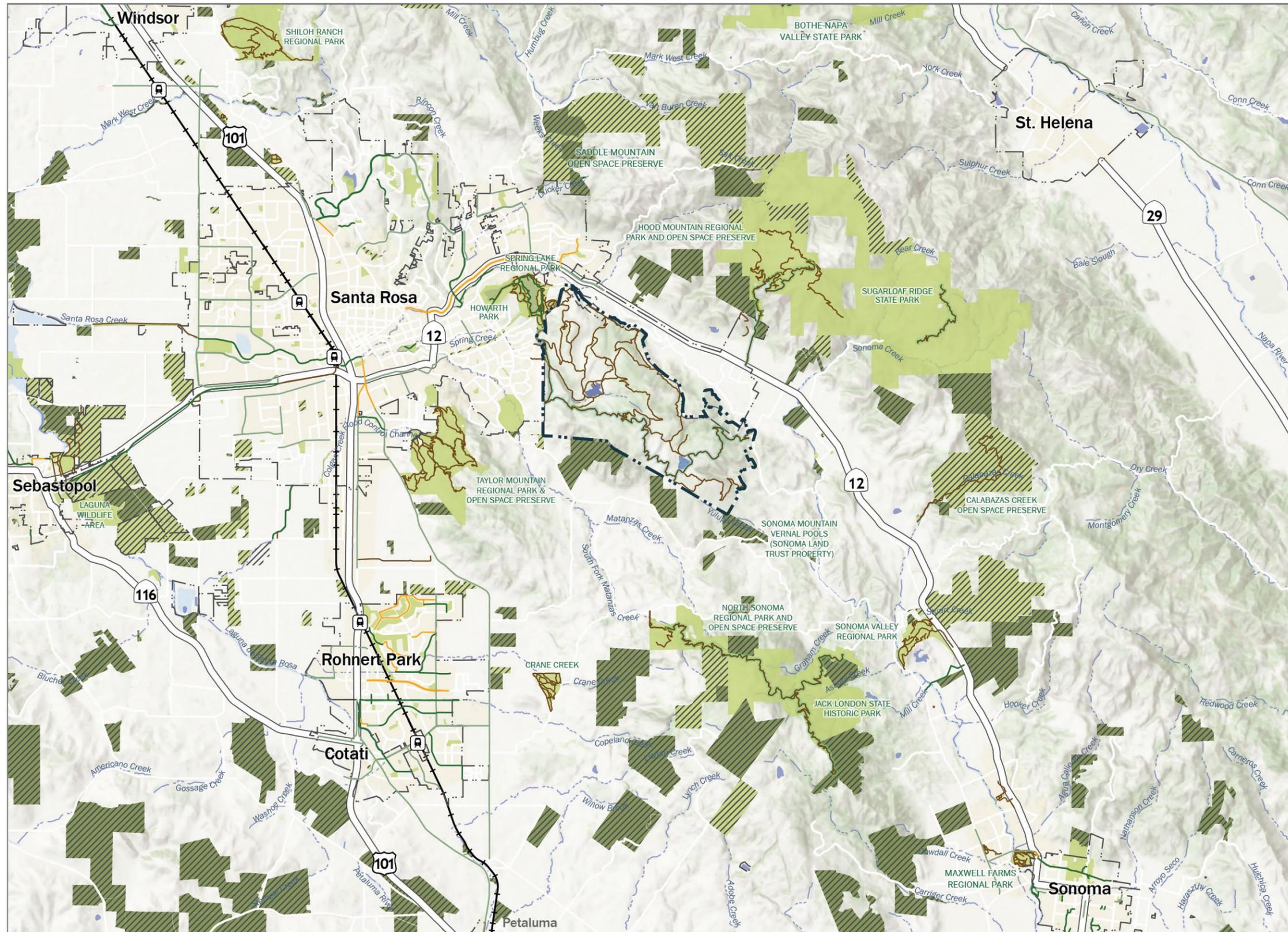
REGIONAL PROTECTED LANDS AND TRAILS

Legend:
- Park Boundary
- Passenger Rail Station (SMART)
- Existing Trail
- Bay Area Ridge Trail
- Class I: Off-Street Shared-Use Path
- Class II: Bike Lane
- Class III: On-Street Bike Route
- Major Road
- Paved Road
- Rail Line
- Waterways
- City Limits
- Surrounding Protected Lands
- Surrounding Open Space/Conservation Easements
- Restricted/No Public Access Lands

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

The City of Santa Rosa proposes sidewalks along Channel Drive and Melita Road, a Class I path from Spring Lake Regional Park to the TASP boundary, a proposed bike boulevard along Melita Road, a proposed separated bikeway and Class I path along SR 12, and a proposed Class I path between SR 12 and Channel Drive west of Stonebridge Road. None of the facilities are identified as priority projects in the ATP.

Sonoma County identifies SR 12 and the area east of the park as active transportation corridors. The Sonoma County ATP proposes separated bike lanes along SR 12 from the City of Santa Rosa boundary to Mission Boulevard and from the city limit to Kune Winery Road. The ATP proposes a bike boulevard along Bennett Valley Road and Warm Springs Road south and east of the park, a Class I path between Lawndale Road and Warm Springs Road along Kenilworth Avenue, and a Class I path and separated bikeway along SR 12.

Park Uses

Trail Counts

TASP is a trail-oriented park with numerous formal and informal access points that create a challenge for quantifying visitation. Trail counts of designated roads and trails were conducted throughout 2025 along Canyon, Cobblestone, Lawndale, Marsh, Schultz, Two Quarry, and Warren Richardson trails. Table 3-1 shows the average daily trail use for each of the trail counter locations. Canyon and Warren Richardson trails have the highest volume of trail use, representing 71 percent of overall system trail use in the park.

Figure 3-2 breaks down trail counts by trail user type. The trail count data shows that 57.7 percent of trail users are pedestrians (including hikers and trail runners), 42.0 percent are bicyclists (including mountain bikers and gravel cyclists), and 0.3 percent are equestrians.

Weekends feature the highest trail use, with Sunday being the most popular day overall. Saturday is the most popular day along Cobblestone, Schultz, and Two Quarry trails. Trail count raw data is included in Appendix 2.

Figure 3-2   TASP Visitation by Trail User Type

57.7% of trail users are **pedestrians** (e.g., hikers, trail runners)

42.0% of trail users are **bicyclists** (e.g., mountain bikers, gravel cyclists)

0.3% of trail users are **equestrians**
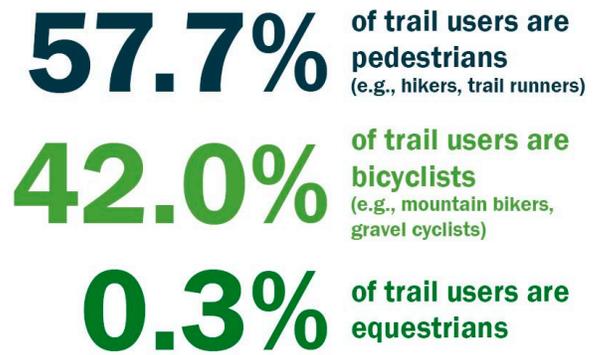
Source: Data provided by State Parks trail counters and compiled by Ascent in 2025.
Note: Data collected between March 1, 2025, and December 1, 2025.

Access and Circulation

TASP contains many formal and informal entrance locations. Formal parking areas include Cobblestone Trailhead, the visitor center, North Burma Trailhead, Warren Richardson Trailhead, and Lawndale Trailhead. Although parking at Schultz Trailhead is

Table 3-1   TASP Average Daily Trail Counts

Trail Counter Location	Average Daily Pedestrian Counts	Average Daily Bicyclist Counts	Average Daily Equestrian Counts	Total Average Daily Trail Counts
Canyon Trail	307	194	1	502
Cobblestone Trail	87	9	0	96
Lawndale Trail	30	9	0	39
Marsh Trail	38	53	0	91
Schultz Trail	12	2	0	14
Two Quarry Trail	36	26	0	62
Warren Richardson Trail	121	120	1	242
			Total Average Daily Trail Counts	1,046

Notes: Data collected between March 1, 2025, and December 1, 2025. Data for Canyon, Warren Richardson, and Two Quarry trails was collected for the entire period. Data for Marsh and Lawndale trails was collected from March 1, 2025 and October 1, 2025 and October 2, 2025, respectively. Data for Cobblestone and Schultz trails was collected from October 2, 2025 and October 3, 2025, respectively, to December 1, 2025.
Source: Data provided by State Parks trail counters and compiled by Ascent in 2025.

The Annadel Half Marathon is held in TASP every April and attracts upwards of 300 runners across three events. The event is hosted on trails in the western half of the park, starting and ending at Spring Lake Regional Park. The half marathon is the only special event hosted in the park.

constrained, people can still access this trailhead via bicycle or on foot. Visitors also informally access the park via access points in the surrounding neighborhoods to the north, south, and west of TASP and via Spring Lake Regional Park to the northwest. Entrances with informal walk-in access and/or roadside parking include the following:

- Spring Lake Regional Park northwest of the park
- Timber Springs Drive, White Oak Drive, Oakmont Drive, Stone Bridge Road, Woodley Place, and Trail Ridge Place from the White Oak and Oakmont communities north of the park
- Woodview Drive, Skycrest Way, Annadel Heights Drive, Carissa Avenue, and Parktrail Drive west of the park
- Bennett Ridge Road and Savannah Trail south of the park

The west side of the park sees higher use than the east side of the park (Table 3-1), correlating with the closer proximity to Spring Lake Regional Park and a majority of City of Santa Rosa residents. Visitor access from the Cobblestone Trailhead on Channel Drive and the Warren Richardson Trailhead is also

popular. Visitation in the Lawndale and Schultz Zones is the lowest in the park.

Recreational Resources

Figures 3-3 through 3-8 show system and non-system trails at a parkwide scale and for each planning zone.

Cobblestone Zone

The Cobblestone Zone is 1,138 acres and includes the northwestern portion of TASP (Figure 3-4). It is roughly delineated by Spring Creek to the southwest, North Burma Trail, and the park boundary. The zone includes the visitor center, staff residence, and maintenance areas—the most developed facilities within the park. The zone also includes the only fee collection at TASP, consisting of an unstaffed kiosk outside of the visitor center as well as inside the visitor center. The zone includes the Cobblestone Trailhead, which has a parking area located on Sonoma County Water District land off Channel Drive outside of the TASP boundary. The zone also features a multitude of informal park entrances, many of which are from

Spring Lake Regional Park. These include Canyon Trail and various non-system routes along the western portion of the zone (Figure 3-3).

Natural features within the zone include False Lake Meadow, Lake Ilsanjo, Spring Creek and Spring Creek Canyon, and the seasonal wetlands and freshwater emergent wetlands north of Lake Ilsanjo. Primary vegetation communities in the Cobblestone Zone include a high percentage of

Cobblestone Zone   Richardson Zone   Bennett Zone   Lawndale Zone   Schultz Zone

TASP is divided into five planning zones, each with a unique character.

oak woodlands and grasslands, primarily around False Lake Meadow and north of Lake Ilsanjo.

The zone contains 10.8-miles of system roads and trails, including some of the most heavily used roads and trails within TASP (Table 3-2). A high concentration of overall visitation occurs within the zone, due to its proximity to Spring Lake Regional Park and the presence of Lake Ilsanjo, which is the primary trail destination within the park. The western portion of the zone includes highly used non-system routes between Spring Lake Regional Park and Lake Ilsanjo. These trails are highly used by hikers, mainly between Spring Lake Regional Park and the Lake Ilsanjo area, though there is mountain bike use as well.

Cobblestone Trail features some of the larger rock features in the park.

Richardson Zone

The 1,261-acre Richardson Zone encompasses the north-central portion of the park and features some of the largest areas of vertical gain within the park (Figure 3-5). This zone includes the Warren-Richardson Trailhead, which is the largest developed trailhead within the park. Educational programming for K-12 students takes place in this zone as the Warren Richardson Trailhead includes the only bus parking in the park. This zone also contains the only horse trailer parking area in the park and serves as the primary public safety staging location for the east side of the park. The Richardson Zone includes many resource constraints, including sensitive cultural resources. Natural features within the zone include Buick Meadow and several ephemeral streams and

intermittent streams and freshwater emergent wetlands. The Richardson Zone includes a large amount of the Douglas fir vegetation community within the park and high percentage of tree canopy cover.

The Richardson Zone features 10.8-miles of system roads and trails, including the North and South Burma Trails, the northern portion of Warren Richardson Trail, Two Quarry Trail, and Steve's "S" Trail, one of the hiking-only trails within the park (Table 3-2). Many of the most highly used non-system routes are within the Richardson Zone, mainly between Two Quarry Trail and South Burma Trail and between Steve's "S" Trail and North Burma Trail.

These areas of non-system route development include mountain bike optimized features and downhill and flow trails. Sixty-three percent of citations issued in the park with a reported location occur in the Richardson Zone, primarily in the areas with the most highly used non-system routes.

Two Quarry Trail in the Richardson Zone was a road-to-trail conversion.

Bennett Zone

The Bennett Zone covers 1,162 acres and includes the most prominent geographic features within the park—the ridgelines Bennett Mountain and "Henry's Knob," which features a panoramic view of the Santa Rosa area to the north (Figure 3-6). There are no developed facilities within the zone. The Bennett Zone includes a large amount of oak woodlands. Douglas fir and redwood communities exist around South Burma Trail and Marsh Trail within the zone. The zone also includes the largest areas of California bay laurel communities, particularly along Spring Creek and the northern slopes of Bennett Mountain.

Roads and trails in the zone include Canyon Trail, Marsh Trail, and Ridge Trail, for a total of 5.9 miles (Table 3-2). The zone features large areas of very steep terrain with a network of highly used non-system routes along the north facing slopes of Bennett Mountain and to the summit of "Henry's Knob."

The network of non-system routes on the north slopes of Bennett Mountain includes significant erosion issues.

Lawndale Zone

The 812-acre Lawndale Zone includes the northeastern quadrant of TASP, which generally sees lower visitation than the western areas of the park (Figure 3-7). The zone is accessed via Lawndale Trailhead, which is a developed trailhead along Lawndale Road. The zone is bisected by a powerline corridor. Geographic features within the zone include Frey Canyon, which has steep topography. The Lawndale Zone includes primarily Douglas fir and redwood vegetation communities with smaller areas of oak woodlands, manzanita chaparral, vernal pool, and freshwater emergent wetlands. The zone includes the largest concentration of redwoods in the park, south of Frey Canyon.

Trails within the Lawndale Zone include Lawndale Trail and the hiking-only Rhyolite Trail. Non-system routes in the zone primarily exist between the Rhyolite Trail, Lawndale Trail, and the White Oak and Oakmont communities. Lawndale Zone features 3.9-miles of system roads and trails, the lowest of any zone (Table 3-2).

Gordenker Quarry, accessed via Rhyolite Trail, is in the Lawndale Zone.

Schultz Zone

The 773-acre Schultz Zone borders the southwestern boundary of TASP and features large areas of mildly sloping terrain, aside from the steeper Schultz Canyon (Figure 3-8). Access to the Schultz Zone is challenging due to limited parking along Schultz Road, remote location of the zone, and adjacent private landownership. Similarly to Lawndale Zone, the Schultz Zone is bisected by a powerline corridor. The zone includes Ledson Marsh, which includes habitat for many sensitive species. The zone includes a mix of vegetation communities. The Schultz Canyon area features Douglas fir and redwood communities, while the western portion of the zone is characterized by oak woodlands, chaparral, grasslands, and swamp/marsh wetlands (Ledson Marsh).

Trails in the zone include Ridge Trail, Schultz Trail, and a portion of Lawndale Trail for a total of 5.2-miles of system roads and trails (Table 3-2). The zone features fewer non-system routes when compared to the other zones in the park; most non-system routes in the Schultz Zone appear to be created primarily by adjacent communities to access the park.

The Schultz Zone has views to Mount Diablo.

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Figure 3-3   Existing System and Non-System Routes

EXISTING SYSTEM AND NON-SYSTEM ROUTES

Park Boundary
Trailhead
Parking
Restroom
Visitor Center
Maintenace Area
Picnic Area
Bench
Viewpoint
Quarry
Locked Gate
Emergency Vehicle Access Only (No Public Access)
Horse Trough
Multi-use Trail
Hiking Trail
Non-system Trail
Fire Road/Unpaved Road
Other Agency Trail
Major Road
Paved Road
Waterways
Marsh
Powerline Corridor
Contour (40-foot Interval)
Surrounding Protected Lands
Surrounding Open Space/Conservation Easements
Restricted/No Public Access Lands

Esri World Hillshade/NAIP Imagery
20210027.05 GIS 008

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

Figure 3-4   Existing Conditions - Cobblestone Zone
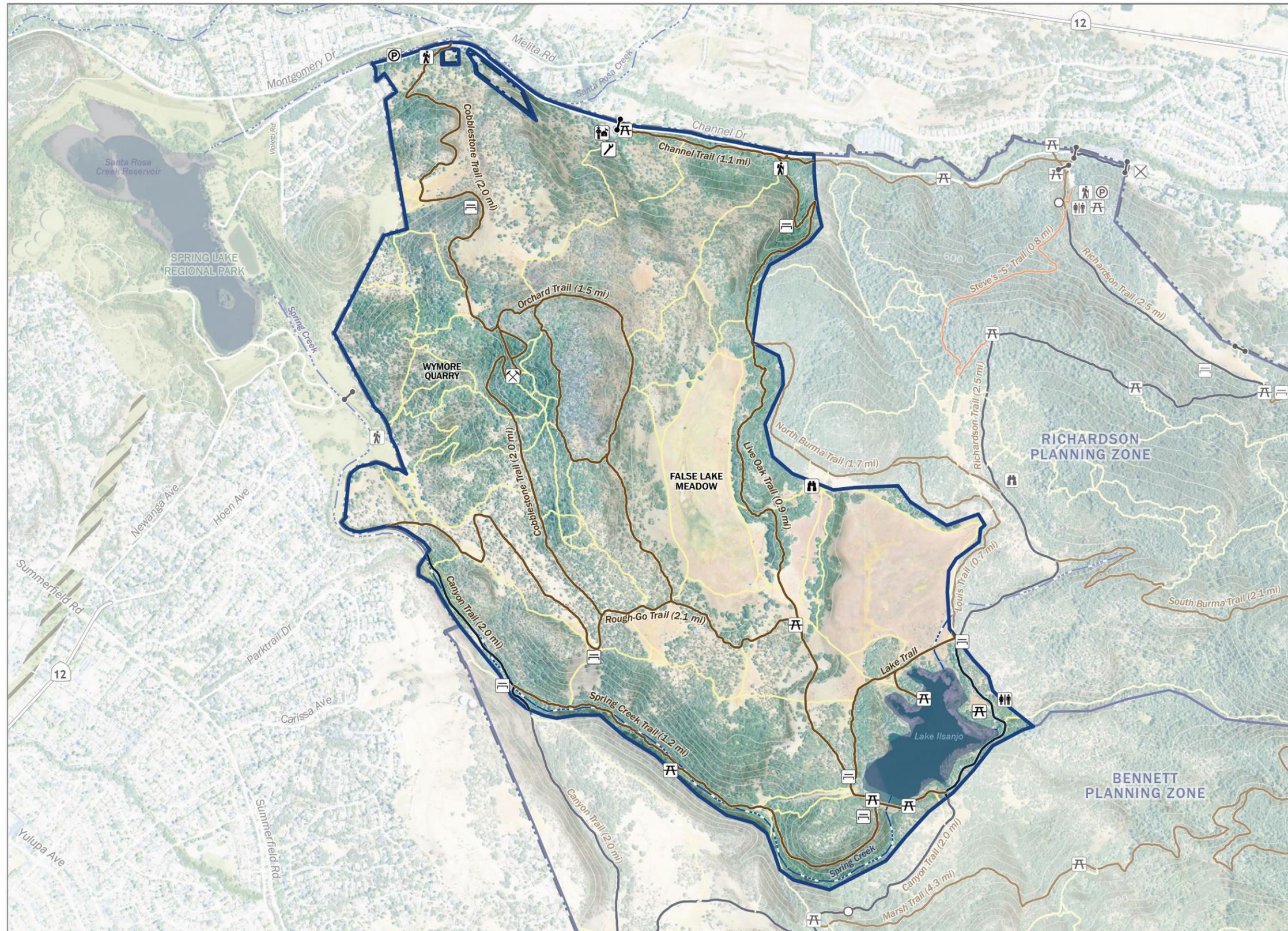
COBBLESTONE PLANNING ZONE

Park Boundary
Trailhead
Restroom
Visitor Center
Maintenace Area
Picnic Area
Bench
Viewpoint
Quarry
Locked Gate
Emergency Vehicle Access Only (No Public Access)
Horse Trough
Multi-use Trail
Hiking Trail
Non-system Trail
Fire Road/Unpaved Road
Other Agency Trail
Major Road
Paved Road
Waterways
Contour (40-foot Interval)
Surrounding Protected Lands
Restricted/No Public Access Lands
Primary Planning Boundary

KEY MAP

COBBLESTONE RICHARDSON
BENNETT LAWNDALE SCHULTZ

0   ⅛   ¼
MILE

Esri World Hillshade/NAIP Imagery
20210027.05 GIS 013-1

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

Figure 3-5   Existing Conditions - Richardson Zone
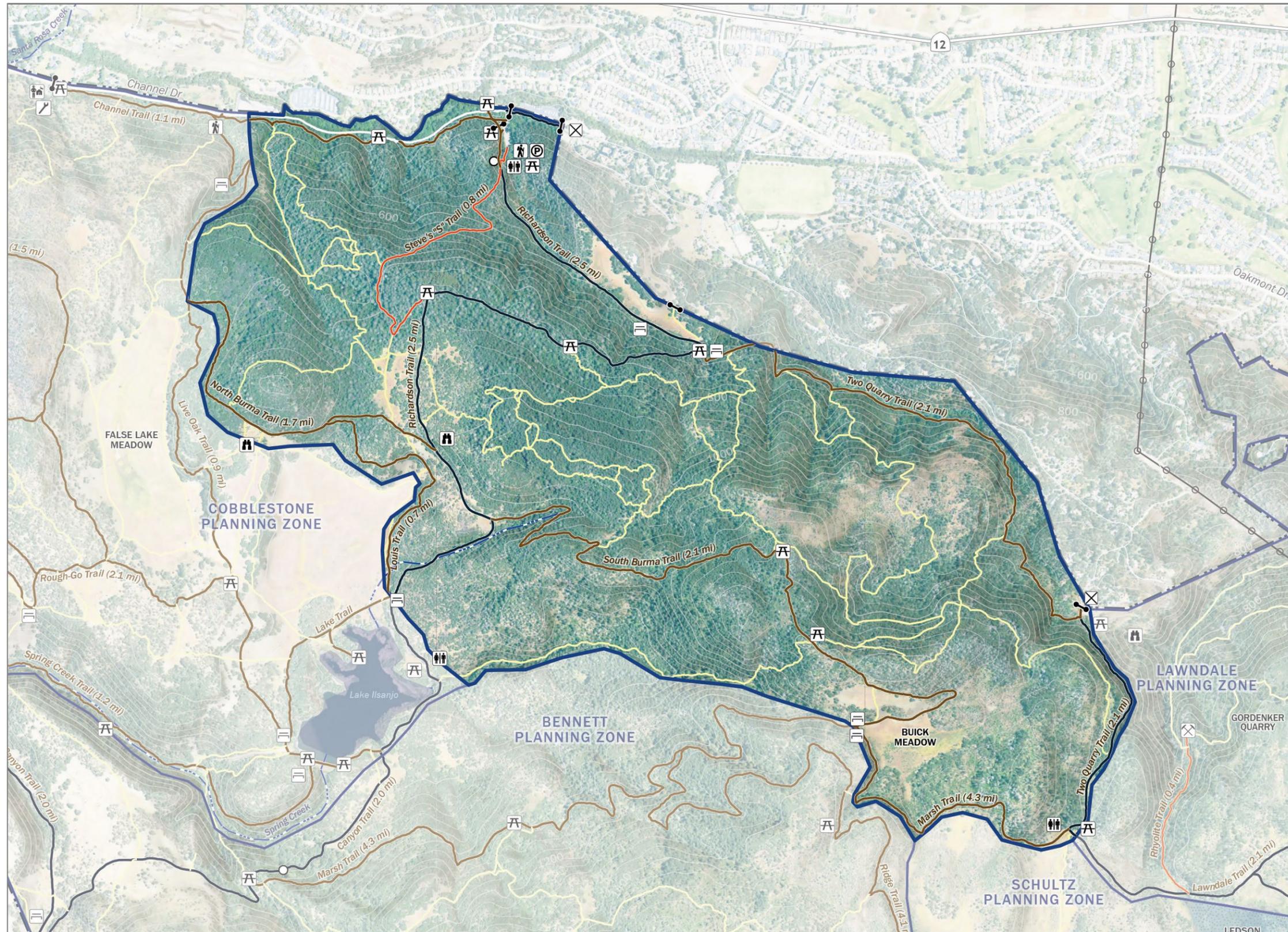
RICHARDSON PLANNING ZONE

KEY MAP

Esri World Hillshade/NAIP Imagery
20210027.05 GIS 013-2

Legend:
- Park Boundary
- Trailhead
- Restroom
- Visitor Center
- Maintenace Area
- Picnic Area
- Bench
- Viewpoint
- Quarry
- Locked Gate
- Emergency Vehicle Access Only (No Public Access)
- Horse Trough
- Multi-use Trail
- Hiking Trail
- Non-system Trail
- Fire Road/Unpaved Road
- Other Agency Trail
- Major Road
- Paved Road
- Waterways
- Marsh
- Powerline Corridor
- Contour (40-foot Interval)
- Restricted/No Public Access Lands
- Primary Planning Boundary

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

Figure 3-6   Existing Conditions - Bennett Zone
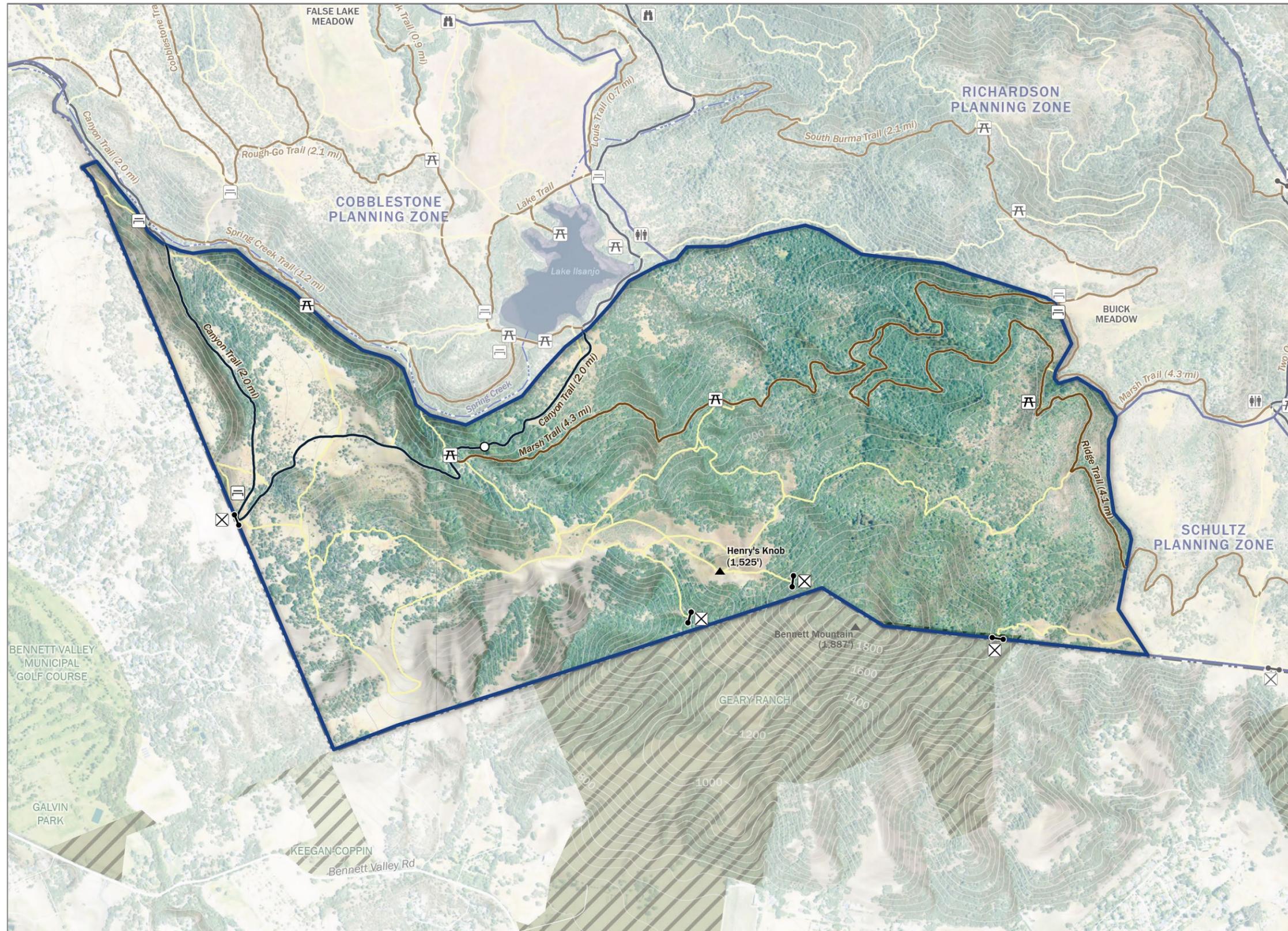
BENNETT
PLANNING ZONE

Park Boundary
Restroom
Picnic Area
Bench
Viewpoint
Locked Gate
Emergency Vehicle Access Only (No Public Access)
Horse Trough
Multi-use Trail
Hiking Trail
Non-system Trail
Fire Road/Unpaved Road
Other Agency Trail
Major Road
Paved Road
Waterways
Contour (40-foot Interval)
Surrounding Protected Lands
Surrounding Open Space/Conservation Easements
Restricted/No Public Access Lands
Primary Planning Boundary

KEY MAP

COBBLESTONE   RICHARDSON
LAWNDALE
BENNETT
SCHULTZ

0   ⅛   ¼
MILE

Esri World Hillshade/NAIP Imagery
20210027.05 GIS 013-3

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

Figure 3-7   Existing Conditions - Lawndale Zone

LAWNDALE PLANNING ZONE

KEY MAP

Legend:
- Park Boundary
- Trailhead
- Restroom
- Picnic Area
- Bench
- Viewpoint
- Quarry
- Locked Gate
- Emergency Vehicle Access Only (No Public Access)
- Multi-use Trail
- Hiking Trail
- Non-system Trail
- Fire Road/Unpaved Road
- Other Agency Trail
- Major Road
- Paved Road
- Waterways
- Marsh
- Powerline Corridor
- Contour (40-foot Interval)
- Surrounding Open Space/Conservation Easements
- Restricted/No Public Access Lands
- Primary Planning Boundary

0   1/8   1/4   MILE

Esri World Hillshade/NAIP Imagery
20210027.05 GIS 013-4

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

Figure 3-8   Existing Conditions - Schultz Zone
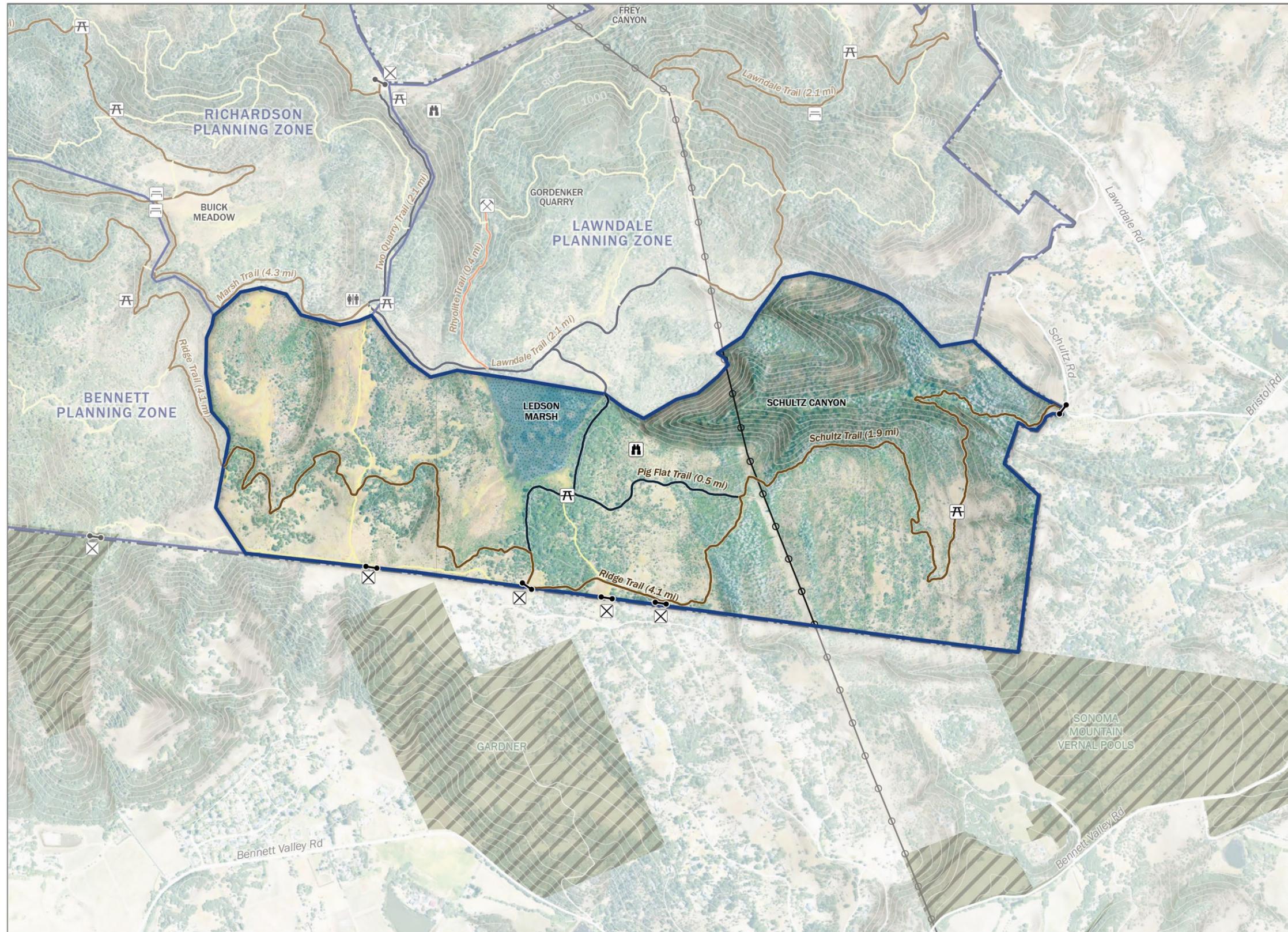
SCHULTZ PLANNING ZONE

Park Boundary
Restroom
Picnic Area
Bench
Viewpoint
Quarry
Locked Gate
Emergency Vehicle Access Only (No Public Access)
Multi-use Trail
Hiking Trail
Non-system Trail
Fire Road/Unpaved Road
Other Agency Trail
Major Road
Paved Road
Waterways
Marsh
Powerline Corridor
Contour (40-foot Interval)
Surrounding Open Space/Conservation Easements
Restricted/No Public Access Lands
Primary Planning Boundary

KEY MAP

COBBLESTONE
RICHARDSON
LAWNDALE
BENNETT
SCHULTZ

0   ⅛   ¼
MILE

Esri World Hillshade/NAIP Imagery
20210027.05 GIS 013-5

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

Table 3-2   Road and Trail Mileage by Planning Zone

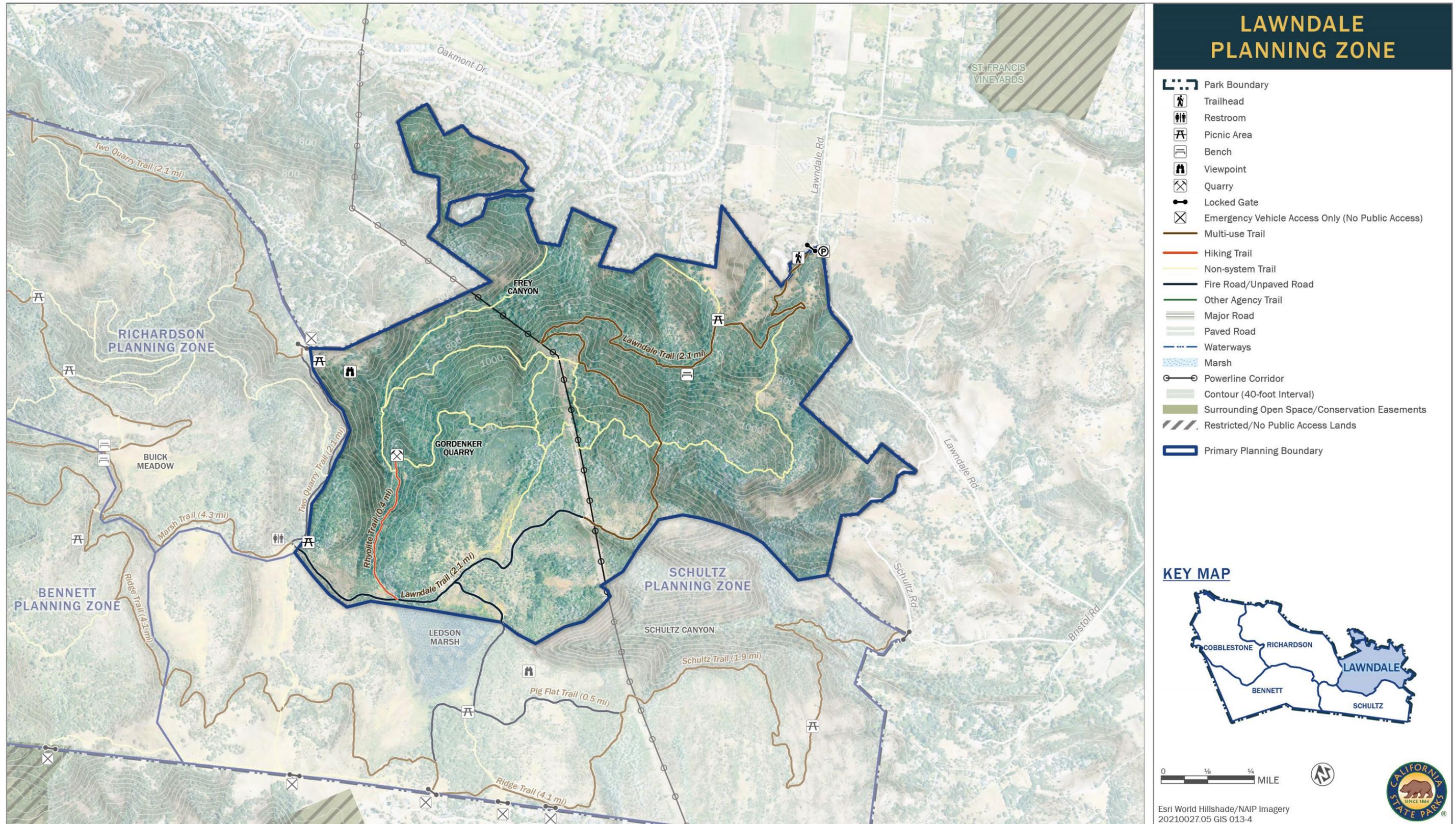| Trail Type	Cobblestone Zone	Richardson Zone	Bennett Zone	Lawndale Zone	Schultz Zone
System Mileage					
Multi-use Trail (hike/bike/horse)	9.9	6.8	3.9	2.3	4.2
Hiking Trail (hike only)	0	0.9	0	0.5	0
Unpaved Road (hike/bike/horse)	0.9	3.1	1.9	1.2	1.0
Subtotal	*10.8*	*10.8*	*5.9*	*3.9*	*5.2*
Non-system Mileage					
Non-system Route	13.3	12.6	8.3	4.6	1.8
Subtotal	*12.3*	*12.6*	*8.3*	*4.6*	*1.8*

Source: Data compiled by Ascent in 2025.

Natural and Cultural Resources

Climate

Santa Rosa, located in the Cotati Valley, is a subregion of the San Francisco Bay Area Air Basin, where the climate is largely shaped by a high-pressure system over the eastern Pacific Ocean. Local wind patterns are heavily influenced by the Petaluma Gap, where marine air splits into northward and southward paths. The northward flow contributes to Santa Rosa's prevailing winds from the south and southwest. However, when ocean breezes weaken or high pressure dominates inland, strong easterly winds can transport pollutants from the Central Valley and Carquinez Strait into the region. During these periods, up valley flows can carry pollution as far north as Santa Rosa. The city experiences an average annual wind speed of 5 mph, with summer afternoon winds pushing contaminants inland and winter stagnant air occasionally limiting pollutant dispersion between storms.

Santa Rosa experiences a wide range of temperatures, from the mid-20s°F in winter mornings to the mid-90s°F in late summer afternoons, with August typically being the hottest month. The Pacific Ocean moderates temperature fluctuations, helping to create more stable seasonal patterns. Rainfall primarily occurs between November and April, driven by mid-latitude storm systems, which can lead to significant yearly variations depending on storm track shifts. Summers are almost entirely dry, aside from occasional light drizzles from marine stratus clouds, contributing to the region's distinct seasonal climate.

Geology, Topography, Soils, and Hydrology
Geology

The topography of TASP is like that of a plateau or mesa. Part of the North Coast Ranges, the Sonoma Mountains have very steep sides and are characterized by a flat to rolling topography in the central portion of the mountains. The plateau area features numerous rock outcrops scattered across knolls and hillsides, with deep soils accumulating in the hollows. The rolling terrain is predominantly composed of Pliocene pyroclastic rocks, while Pleistocene nonmarine rocks from the Cache Formation are present along the northeastern boundary of the park unit.

Two separate faults bisect the park and are visible in some aerial photography (Appendix 7, Figure A7-1). The faults appear to be part of the Rogers Creek fault system extending in a northwest-southeast direction, with one fault positioned on each side of Bennett Mountain.

Part of the North Coast Ranges, the Sonoma Mountains have very steep slopes and are characterized by a flat to rolling topography in the central portion of the mountains.

Soils

The primary soil series in TASP is the Goulding series, consisting of well-drained loams underlain by volcanic parent material at depths of 12 to 24 inches (Appendix 7, Figure A7-1). This series includes Goulding clay loam and Goulding cobbly clay loam. Goulding clay loam supports northern oak savanna and northern oak woodland on gentle to moderately steep slopes and coast redwood forest on the steepest slopes in canyons. Erosion hazard ranges from moderate to very high in these areas. Goulding cobbly clay loam contains as much as 25 percent cobblestones and ranges in depth from 16 to 24 inches (40 to 60 centimeters). It supports native or introduced grassland on the gentler slopes, with various proportions of oak, and generally northern oak woodland on the moderately steep slopes. The steepest slopes (Appendix 7, Figure A7-2) occupied by Goulding cobbly clay loam are on north and northeast aspects and support Douglas-fir or coast redwood forest.

Several additional soil types are also present within the park unit. Spreckels loam is found in forest openings and supports native or introduced grassland. Laniger loam, which appears in the southern part of the park, supports northern oak woodland or interior chaparral where the soil is more shallow and rocky. Pleasanton gravelly clay loam is associated with vernal pools in meadow areas. Positas gravelly loam and Kidd stony loam are both associated in some places with native Stipa grassland.

Goulding clay loam, such as this photo along Canyon Trail, has a moderate to very high erosion hazard and underpins northern oak savanna and woodland and coast redwood forest.

Soil Erosion

Soil erosion is caused by the detachment and entrainment of soil particles through the action of water and wind. Soils most susceptible to erosion are those high in coarse silt- and fine sand-sized particles. Most of the soils in the park have severe hazards related to erosion on roads and trails (Appendix 7, Figure A7-3). The road and trail erosion hazard rating represents the erosion potential from use of unpaved roads and trails. The ratings are based on soil erosion K factor, slope, and content of rock fragments. The road and trail erosion hazard for soils in the park is categorized as "slight," "moderate," or "severe." These hazard ratings are characterized as follows:

- "slight" indicates that little or no erosion is likely
- "moderate" indicates that some erosion is likely, that the roads or trails may require occasional maintenance, and that simple erosion-control measures are needed
- "severe" indicates that significant erosion is expected, that the roads or trails require frequent maintenance, and that costly erosion-control measures are needed

As part of an inventory of trail conditions in the park (Appendix 3), State Parks completed field reconnaissance of available erosion data to create an inventory of erosion severity along existing system roads and trails. This data was compiled to identify erosion severity on roads and system trails in the park, including discrete locations with erosion issues (Appendix 7, Figure A7-4). Most of the system trails in the park have some moderate severity of erosion with a few areas exhibiting a high severity of erosion (e.g., Cobblestone, Rough-Go, North Burma, and South Burma trails). A short section of Two Quarry Trail contains critical erosion severity.

Hydrology

TASP contains two primary watersheds, Upper Santa Rosa Creek and Upper Sonoma Creek, each directing water flow toward distinct regional waterways (Appendix 7, Figure A7-5). The southeastern third of the park is drained by two canyons, which channel runoff into Sonoma Creek and eventually reaching San Pablo Bay. The northwestern two-thirds of the park is drained by one major canyon and several smaller, unnamed creeks, which flow into Santa Rosa Creek before continuing toward the Russian River.

Biotic Resources

Vegetation and Habitat Types

TASP supports a diverse array of native vegetation types and wildlife habitats characteristic of the North Coast Ranges. These include a mix of forest, woodland, grassland, coastal scrub, and chaparral habitat types. Oak woodland is widespread throughout the park, while Douglas fir (*Pseudotsuga menziesii*) forest dominates the northeastern portion. Most notably, the park supports a unique Oregon white oak (*Quercus garryana*) and California fescue (*Festuca californica*) community, found in the Oregon white oak woodland and forest vegetation type, which is considered of high ecological value due to its limited distribution and native species richness.

Other oak woodland and forest vegetation types common in the park include those dominated by coast live oak (*Quercus agrifolia*), black oak (*Quercus kelloggii*), and blue oak (*Quercus douglasii*). Additional forest and woodland types include California bay (*Umbellularia californica*) forest and woodland, redwood (*Sequoia sempervirens*) forest, and smaller patches of Eucalyptus (*Eucalyptus* spp.) groves, madrone (*Arbutus menziesii*) forest, and California buckeye (*Aesculus californica*) groves. Annual and perennial grasslands are distributed throughout the park and support a diverse assemblage of native grasses and forbs, along with nonnative annual grasses. Coastal scrub and chaparral communities are represented by stands of coyote brush (*Baccharis pilularis*) scrub, chamise (*Adenostoma fasciculatum*) chaparral and various manzanita (*Arctostaphylos* spp.) chaparral communities.

Tree canopy cover throughout the park is shown in Figure A7-7 of Appendix 7. The eastern side of the park contains more dense tree canopy cover than other areas in the park; however, there are pockets of very dense tree cover (over 80 percent) along portions of Spring Creek Trail and south of the junction between Orchard and Cobblestone Trails.

Wetland features within the park include freshwater emergent wetlands, freshwater forested/shrub wetlands, seasonal wetlands, vernal pools, swamp/marsh wetlands, Lake Ilsanjo, and a network of seasonal streams. Notable wetland areas include False Lake Meadow and areas surrounding Lake Ilsanjo on the west side of the park, and Ledson Marsh, Buick Meadow, Madrone Spring, and Lawndale

Meadow on the east side. Additional unnamed seasonal wetland features are scattered throughout the park. These wetland areas support a variety of special-status plants and wildlife.

The park also contains several developed recreational areas, including trailheads, roads, parking lots, and picnic areas, which are interspersed with natural habitat in some locations.

Figure A7-6 in Appendix 7 shows the distribution of vegetation types in the park.

One of TASP's developed recreation areas, a picnic spot nestled amongst surrounding oak woodlands.

Special-Status Plant and Wildlife Species

Special-status species include those listed under the federal Endangered Species Act or the California Endangered Species Act, as well as species that are otherwise protected or recognized as sensitive by federal, state, or local resource agencies. A list of special-status plant and wildlife species with potential to occur in TASP is provided in Appendix 4.

The park's habitat diversity and unique volcanic soils support numerous special-status plant species. These species are found in a variety of habitats throughout the park, particularly in seasonal wetlands, marshes, vernal pools, meadows, chaparral, and grasslands.

TASP also supports a rich diversity of wildlife. Its wide range of vegetation types—from dense forests and shrublands to open grasslands—provides essential nesting, foraging, and dispersal habitat. Located within the Pacific Flyway, the park serves as an important stopover and breeding area for migratory birds, including several special-status species. Ledson Marsh, a 30-acre freshwater wetland on the park's eastern side, provides habitat for a variety of special-status species, such as the federally threatened California red-legged frog and the northwestern pond turtle.

Prescribed burns are conducted at TASP to reduce wildfire fuels in the park.

Wildfire Risk

History

Since 1939, when the California Department of Forestry and Fire Protection (CAL FIRE) began recording wildfires, 44 fires have burned within the park boundary (State Parks 2022). Apart from the LNU Lightning Complex (2020), humans have caused all fires over 300 acres in Sonoma County in the last 65 years. Recent large wildfires that have impacted the park include the Nuns Fire, which started October 8, 2017 and burned approximately 60 percent of the park, as well as some of the neighboring residential neighborhoods. The vegetation type most impacted was Douglas fir stands, whereas many other vegetation types such as native, grasslands, and oak woodlands benefited from a fast-moving, low-to-moderate intensity fire. In 2020, the Glass Fire burned 67,484 acres across Sonoma and Napa counties, including 288 acres within the park unit.

Wildfire Hazards

Fire prevention areas considered to be under state jurisdiction are referred to as State Responsibility Areas (SRAs). TASP is located within an SRA (CAL FIRE 2024). CAL FIRE has mapped fire hazard severity zones (FHSZs) for the entire state. FHSZs are based on an evaluation of fuels, fire history, terrain,

housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High. According to CAL FIRE's Fire Resource Assessment Program FHSZ Geographic Information System data, the park includes Very High, High, and Moderate FHSZ areas (Appendix 7, Figure A7-8).

The Wildfire Management Plan for the park identifies maintaining existing fire roads (Warren Richardson, Canyon, and Two Quarry) to a width necessary for one-way traffic for fire protection purposes (State Parks 2022).

Fuel Management

Fuel management to reduce risk of wildfires in the park includes:

- Maintaining defensible space around State Parks' buildings and structures
- Maintaining defensible space around picnicking areas; however, there are currently no stoves, fire rings, or camping areas in the park
- Constructing and maintaining shaded fuel breaks (e.g., Bennett Ridge Shaded Fuel Break)
- Clearing vegetation around powerlines
- Prescribed burning on State Parks wildlands

Cultural and Tribal Cultural Resources

Cultural resources can be defined as physical evidence or place of past human activity. Cultural resources can be identified as sites, objects, landscapes, districts, structures, built environments or natural features of significance associated with a group of people traditionally connected with it. Types of cultural resources include:

- Archaeological resources: The remains of past human activity and records documenting the scientific analysis of these remains.

- Historic structures (architectural resources): material assemblies that extend the limits of human capability.

- Historic districts or cultural landscapes: settings humans have created in the natural world.

Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.

Cultural landscapes are one example of the many tribal cultural resources within TASP

Park Native American History

Southern Pomo, Coast Miwok, and Wappo people have lived near what is now the park for thousands of years (State Parks 2025).

These lands were managed by Native people and provided food and raw materials needed for subsistence, domestic life, ceremonies, and commerce. The land that is now the park was a source of obsidian, a volcanic stone used for a variety of tools and traded with other Native people as far away as Oregon and Southern California (SVC 2025).

Though contact between Native people and Europeans occurred as early as 1579 in Marin County, it was likely later Russian and Aleutian fur trappers or Spanish missionaries who first arrived in the area of Sonoma County in the early 1800s. By the mid-1800s, many Native people in the region had been recruited by missionaries into nearby Mission San Francisco Solano, where they were used as an unpaid labor source (State Parks 2025).

Following mission secularization in the 1830s, Native mission laborers were forced into servitude by Mexican land grant owners and American settlers or moved onto reservations. Though Native people negotiated and resisted these drastic changes to their way of life, the Indian population in California had declined dramatically by the turn of the century due to the loss of homelands, European disease, mistreatment, and enslavement.

Native people continued to reside in the area throughout the 20th century, despite being deprived of a land base by non-Indians. Today, many still live within their ancestral territory as citizens of vibrant and resilient tribal nations. Tribal people continue to steward and care for the land that is now TASP.

The park contains a high concentration of archaeological resources, including documented Native American sites, primarily associated with stone toolmaking. Evidence of permanent Native American habitation in upland areas of the park exists from at least 5,000 to 3,000 years before the present.

The Annadel Obsidian Quarry is a significant resource spanning more than 80 acres. Facilities within the obsidian quarry are heavily used by park visitors, routine maintenance crews, and emergency fire and rescue personnel. It also holds great significance to local tribes.

Park Historic Era Period

Present day TASP encompass much of the land upon which Santa Rosa quarries was opened and operated in the late 19th and early 20th Centuries.

The chain of title for the land that now makes up TASP can be traced back to both Mexican and United States governance. Beginning in 1837, a large area, including most of the present-day park, was claimed as part of Rancho Los Guilicos. Although the U.S. Land Commission confirmed

title to much of this land, approximately 400 acres on the park's western side were later designated as public domain and opened to settlement after 1865 (Whatford 1993).

Sections of the former rancho were heavily used for cattle and sheep grazing. By the late 1880s, however, rising demand for paving materials in San Francisco and other Northern California cities spurred the development of quarry operations in the area, including the Sonoma Mountains. The local stone, primarily andesite and basaltic andesite, is particularly hard and dense, making it well-suited for durable paving blocks and curbstones. As a result, Sonoma County became a major source of paving materials for streets throughout the region. After quarrying declined, ranching remained the primary land use.

> The name for Lake Ilsanjo is a portmanteau of two of the past landowners' first names—Ilsa and Joe.

In the 1930s and early 1940s, the property that would become TASP was purchased by Joe Coney and Ilsa V. Coney and operated as Annadel Farms. It evolved into a well-developed ranch, producing hops, fruit, exotic birds, and award-winning purebred Shorthorn and Black Angus cattle. Joseph J. Coney, an engineer and entrepreneur, also established a novel concrete production process using perlite sourced from two quarries on the property. Key developments during the Coneys' ownership included the creation of the 26-acre Lake Ilsanjo (named after Ilsa and Joe) as well as over 35 miles of jeep roads and trails, many of which expanded on former quarry access routes.

In the late 1960s, increasing taxes and financial pressures led the Coneys to begin a complex series of land transactions. These ultimately culminated in the State of California acquiring 4,100 acres of the property in 1971 for the establishment of TASP (Whatford 1993).

Henry Trione, a Santa Rosa native and successful mortgage banker and property developer, had a strong commitment to preserving open space and wetlands. To prevent the Annadel wilderness area from being developed, Trione purchased nearby parcels and contributed over $1 million of his own funds to help protect 5,000 acres for public use. Thanks to his efforts and support from local community fundraising, California State Parks acquired the land in 1971, officially designating it as a state park in 1974. In recognition of his contributions, the California State Legislature passed a Senate resolution in 2015 requesting the park be renamed in his honor. The following year, California State Parks officially renamed it "Trione-Annadel State Park" (State Parks 2018).

The Euro-American period sites within the park consist of quarries, rock walls, fences, homestead foundations, and access roads. During this era, landowners planted large eucalyptus groves, an almond orchard and built two lakes. Cattle grazing was prevalent until the park was established in the 1960s.

Unrecorded Cultural Resources

Based on the available documentation, there is a moderate to high possibility of unrecorded Native American archaeological resources and a high possibility of unrecorded historic-era cultural resources in TASP.

A number of historic-era period quarries are located in the park.

3.2   PLANNING OPPORTUNITIES AND CONSTRAINTS

This section summarizes the primary opportunities and constraints that were evaluated and considered during the planning process. A wide range of road and trail management opportunities were considered and many of these opportunities are reflected in the planning recommendations described in Chapter 5, "Plan Recommendations." However, as the opportunities presented in this section were unvetted, once they were evaluated, not all opportunities were incorporated as recommendations due to site and resource constraints or other operational or management considerations. As described in Chapter 1, "Introduction," this plan is intended to improve sustainable recreational opportunities in the park while protecting sensitive resources. Achieving this vision requires careful consideration of both the opportunities and constraints for road and trail management.

> Many parkwide and planning zone opportunities were identified during the initial planning stages for the RTMP, as described in this section. However, not all opportunities were carried over into the recommendations found in Chapter 5, "Plan Recommendations," based on the evaluation of feasibility, resource sensitivity land management goals, and road and trail system planning objectives.

Parkwide Constraints

The primary constraints to road and trail development in the park include sensitive natural and cultural resources and physical attributes that affect road and trail sustainability. To evaluate constraints, the planning team gathered geospatial data on the locations and types of cultural resources; special-status species locations and habitat; sensitive natural communities; wetland locations and types; streams and other hydrologic resources; soil erosion hazard ratings; tree canopy cover; and slope. Each of these constraints were weighted based on their sensitivity, then combined using GIS to create a map of overall road and trail

suitability (Figure 3-9). This suitability analysis was used, along with other factors to guide whether or not the identified opportunities were feasible and could move forward as plan recommendations. Not all road and trail recommendations are located in the highest suitability locations, however project proposals in lower suitability areas may require specific design approaches or measures to reduce or avoid environmental impacts. In certain circumstances, if project-level planning determines resource impacts for a project proposal are unavoidable, that project may be modified or not implemented.
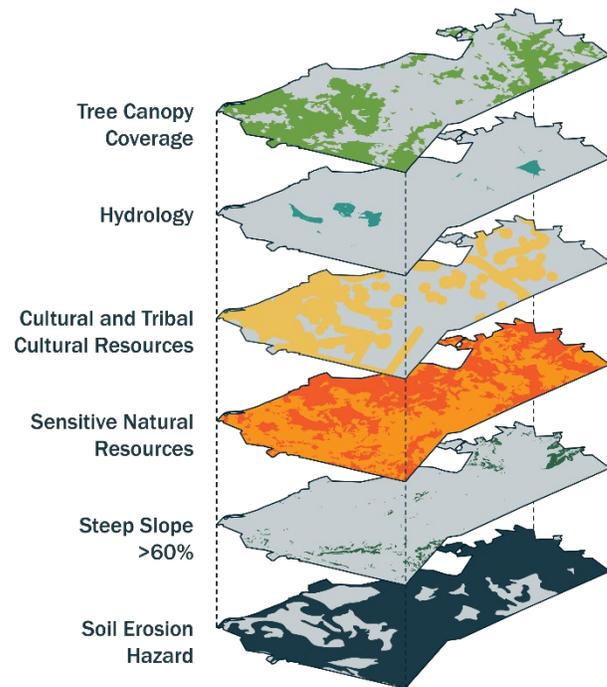
Site and resource data was overlaid in GIS to perform a suitability analysis for the park.

Parkwide Opportunities

The park includes numerous opportunities to improve the road and trail system to improve both the sustainability and visitor experience. Parkwide opportunities include the following:

- Improving regional trail connectivity through coordinated trail planning with nearby landowners
- Increasing trail opportunities and connectivity using non-system routes and/or creating new trails where appropriate

- Improving trail sustainability by prioritizing trail maintenance in areas of greatest need and by decommissioning, rerouting, or reengineering unsustainable non-system routes

- Providing desired trail experience and minimizing user group conflicts by constructing and maintaining a diverse system of trails with trails optimized for different user groups and skill levels

- Increasing public safety by improving and providing additional emergency access and evacuation roads within the park

- Improving wayfinding and signage throughout the park to prevent confusion relating to the navigability of the trail system and use of non-system routes

- Providing desired visitor amenities such as restrooms, enhance trailheads, potable water stations (where feasible), and overlooks

- Improving natural and cultural resource conditions

- Enhancing the efficiency of trail maintenance through expanded partnerships with non-profit organizations and other entities

- Generating revenue to fund trail management through enhanced fee collections

The following sections provide additional details on potential opportunities that were evaluated within each planning zone.

Planning Zone Opportunities

Cobblestone Zone Planning Opportunities

The Cobblestone Zone features high visitor use, with the most use occurring on trails, unpaved roads, and non-system routes between Spring Lake Regional Park and Lake Ilsanjo. Opportunities for improved trail connections and trail user experience in the zone are shown on Figure 3-10 and include:

- Add trail connections between Spring Lake Regional Park and Cobblestone Trail/Orchard Trail to create smaller trail loop opportunities,

trail connectivity between the two parks, and viewpoint/trail destination opportunities.

- Provide new public access from Parktrail Drive to Canyon Trail.

- Improve the trail experience to Lake Ilsanjo with potential user-specific trails (hike only, hike/horse, and hike/bike trails).

- Provide a trail connection north of False Lake Meadow to mitigate resource impacts from non-system routes in the meadow.

- Add shorter loop trails from the visitor center, which currently has few trail opportunities.

- Extend Channel Trail along Channel Drive to Cobblestone Trailhead to alleviate trail users within the paved road.

Zone opportunities for improved trail maintenance exist along Live Oak Trail which features biological resource impacts, Rough Go Trail which features large-scale erosion issues, Cobblestone Trail, and North Burma Trail.

The zone features opportunities for improved amenities in Lake Ilsanjo area. There is also opportunity to improve signage and wayfinding in the vicinity of Orchard and Cobblestone trails, and provide drinking water at the visitor center. A proposed ADA project providing improved accessible parking, drinking fountain, and a ramada with tables is planned for outside of the visitor center. The parking for Cobblestone Trailhead is outside of TASP. There is opportunity to work with the landowner, Sonoma County Water District, to improve parking and install fee collection at the trailhead.

Cobblestone Zone features multiple viewpoints looking toward the City of Santa Rosa to the west.

Figure 3-9   Road and Trail Suitability
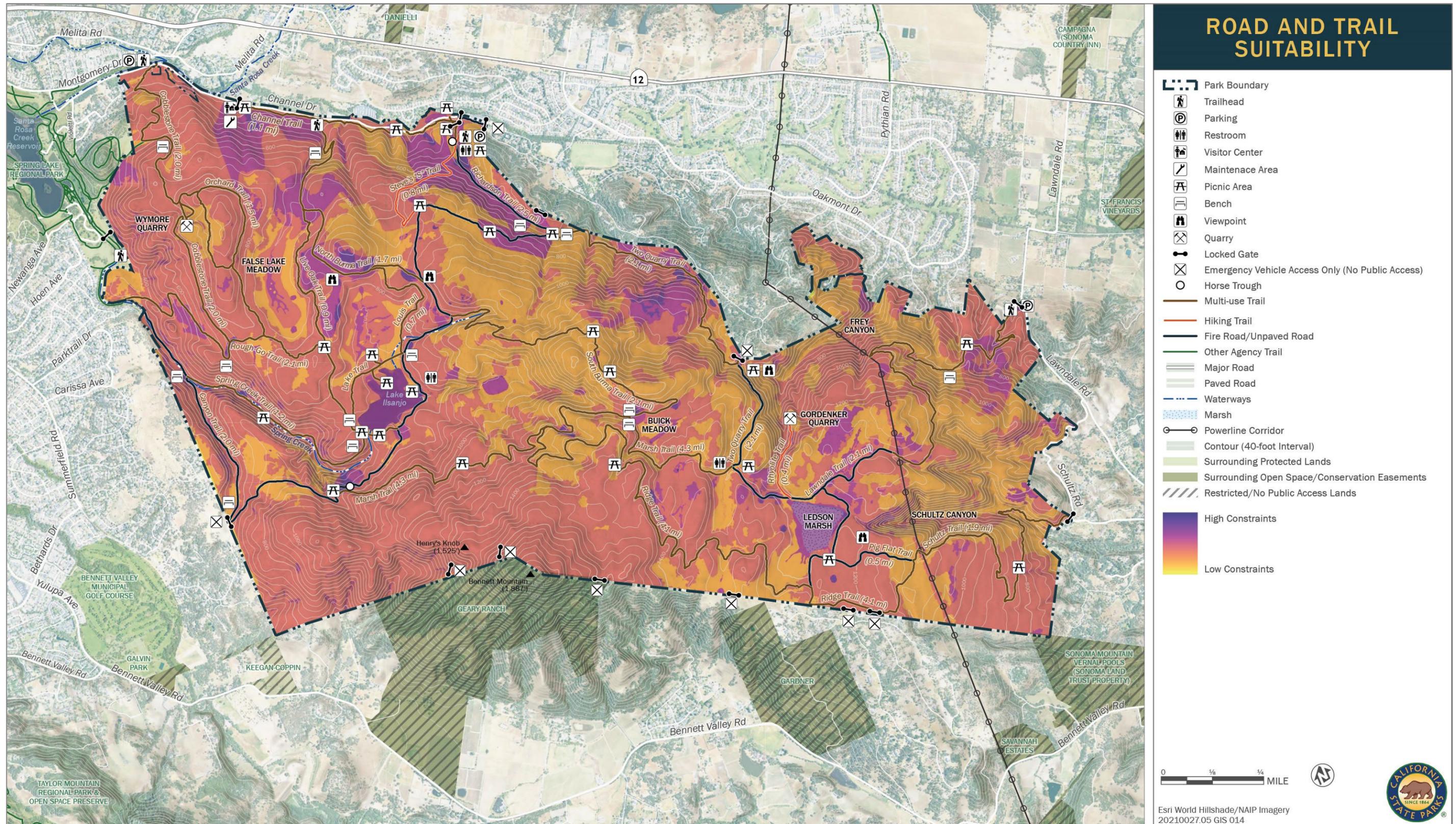
Source: Data received from State Parks in 2025; adapted by Ascent in 2025.

Other facility and amenity improvements in the Richardson Zone include improvements to formalize Frey Canyon Overlook.

Richardson Zone Planning Opportunities

Richardson Zone includes some of the highest use non-system routes used by mountain bikers, primarily in the area between South Burma and Two Quarry trails and between Steve's "S" and North Burma trails. Some of the non-system routes within these two areas are unsustainably built and unsuitable trail uses for a state park classification, such as steep fall line alignments and widely gapped, or very large bike jumps. The Richardson Zone also includes the Warren Richardson trailhead, the largest trailhead within the park. Opportunities for road and trail improvements are shown on Figure 3-11 and include:

- The area between South Burma and Two Quarry trails includes areas suitable for new trails based on the suitability analysis (Figure 3-9). This is the largest area of suitable terrain for trails within the park and provides opportunities for multi-use trails (hike/bike/horse), bicycling trails (hike/bike only), and equestrian trails (hike/horse only) and the potential for user-specific features.

- The area between Steve's "S" Trail and North Burma Trail features a high number of medical calls and unsustainable trails that have impacts on natural and cultural resources. This area includes trail decommissioning and restoration opportunities due to the terrain and resource sensitivity.

- Warren Richardson Trailhead is generally underutilized and provides an opportunity for more trail connections and improved facilities and amenities.

- Additional areas for potential amenity improvements could include hike/bike camping in the vicinity of the Two Quarry/Marsh Trail junction and amenities at the South Burma/Marsh Trail junction.

- Emergency, fire, and maintenance access between the western and eastern portions of the park is limited. There is potential to convert Two Quarry Trail back to an unpaved road to provide better emergency and administrative access.

- Additional opportunities for trail connectivity within the Richardson Zone include trail connections between Warren Richardson Trailhead and Lake Ilsanjo, with potential for additional user-specific trails.

- Other facility and amenity improvements in Richardson Zone include improvements to formalize Frey Canyon Overlook.

Maintenance priorities along existing system trails within the Richardson Zone include mitigating erosion issues along North Burma, South Burma, and Marsh trails. The Richardson Zone also features management constraints, such as unsanctioned bicycle use along Steve's "S" Trail and non-system route development throughout a majority of the zone.

> Public engagement identified non-system routes within Richardson Zone as some of the most important and most concerning non-system routes within the park.

Bennett Zone Planning Opportunities

The northern slopes of Bennett Mountain provide a variety of opportunities for trails. "Henry's Knob," Bennett Mountain, and the ridgelines below the two could serve as trail destinations in TASP to offset visitation to Lake Ilsanjo. Numerous non-system routes exist in the area and there is demand for mountain bike optimized features. Opportunities within this zone are shown on Figure 3-12 and include:

- Potential new trails that connect from Marsh, Ridge, and Canyon Trails to "Henry's Knob" and the summit of Bennett Mountain.

- There is the potential long-term opportunity to work with adjacent landowners to provide a trail connection through the Geary Ranch property to the summit of Bennett Mountain.

- Trail amenity opportunities include seating, shade, and signage at "Henry's Knob," a restroom at the picnic area along Canyon Trail, and non-potable water at the spring along Canyon Trail.

- There is opportunity to improve emergency and maintenance vehicle access to the eastern portion of the park via Marsh Trail.

Trail maintenance priorities include major erosion issues along Canyon Trail that could be remediated through road reconstruction, re-engineering, or rerouting.

Lawndale Zone Planning Opportunities

Lawndale Zone features a limited number of existing system trails and roads and has opportunity for additional trail connections to create trail loop opportunities and trail routes. Public access to Lawndale Zone is from Lawndale Trailhead and informally from the White Oak and Oakmont communities. Opportunities in this zone are shown on Figure 3-13 include:

- Potential trail opportunities include a trail connection from Lawndale Trail to Schultz Trail through Schultz Canyon, extending Rhyolite Trail to Lawndale Trail to make it a looped trail instead of an out-and-back, and connecting Rhyolite Trail to Two Quarry Trail and Frey Canyon Overlook.

- Lawndale Trailhead could be improved by providing additional trail opportunities from the trailhead, and providing amenities such as a restroom, drinking water, fee collection kiosk, and a picnic area.

Maintenance priorities include addressing erosion along Lawndale Trail in the section near the powerline corridor and at the wet crossing east of the junction between Two Quarry and Marsh trails.

Schultz Zone Planning Opportunities

Planning opportunities in the Schultz Zone are largely related to improving trail connectivity. Public access to the zone is limited to Schultz Trailhead, which is physically constrained and has limited parking, bicycle, and pedestrian access. Opportunities in the Schultz zone are shown on Figure 3-14 and include:

- There are long-term trail connectivity opportunities to provide additional public access into TASP from the Gardner and Sonoma Mountain Vernal Pools properties to the south of the park. A connection through the Gardner property aligns with the Bay Area Ridge Trail plan to provide a connection south the park.

- The Schultz trailhead could be relocated to provide better public access at a less constrained site.

- The zone includes two main opportunities for additional trail loops within the park—a connection between the Marsh/Two Quarry Trail junction and Ridge Trail, and a larger loop opportunity between Lawndale and Schultz Trails, mentioned in the Lawndale Zone Planning Opportunities section.

- There is also opportunity to provide an overlook trail to a waterfall in Schultz Canyon.

There is an opportunity to provide a trail connection between Two Quarry Trail and Ridge Trail.

Figure 3-10   Planning Opportunities - Cobblestone Zone

OPPORTUNITY: Coordinate with landowner on parking improvements at Cobblestone Trailhead

OPPORTUNITY: Add fee collection kiosk at Cobblestone Trail park entrance

OPPORTUNITY: Reconstruct/re-engineer lower Cobblestone Trail

OPPORTUNITY: Improve trail connectivity between Spring Lake Regional Park and TASP; consider separate hiking and multi-use trails

OPPORTUNITY: Provide trail to viewpoint

OPPORTUNITY: Improve signage and wayfinding in Orchard/Cobblestone Trail area High concentration of non-system routes with high pedestrian and bicycle use

OPPORTUNITY: Improve park gateway experience at Canyon Trail entrance (e.g., improve signage/wayfinding, improve erosion issues, add fee collection kiosk)

OPPORTUNITY: Provide trail to viewpoint

OPPORTUNITY: Formalize trail connection between TASP and Parktrail Drive across Spring Creek

OPPORTUNITY: Reroute/re-engineer lower Rough-Go Trail

OPPORTUNITY: Provide sustainable trail connection between Rough-Go Trail and Live Oak Trail; consider separate hiking and multi-use trails between Spring Lake Regional Park and Lake Ilsanjo

OPPORTUNITY: Improve trail user safety along Spring Creek Trail

OPPORTUNITY: Extend Channel Trail from visitor center to Cobblestone Trail

OPPORTUNITY: Provide drinking water at visitor center parking area

OPPORTUNITY: Reconstruct/re-engineer lower North Burma Trail; improve trail safety to two-way travel

OPPORTUNITY: Create shorter loop trails from visitor center parking

OPPORTUNITY: Provide trail connection between North Burma Trail and Orchard Trail

CONSTRAINT: Sensitive resources impacts along Live Oak Trail

OPPORTUNITY: Reconstruct/re-engineer or reroute Live Oak Trail to minimize resource impacts and improve trail sustainability

OPPORTUNITY: Provide additional trail-related amenities and facilities at Lake Ilsanjo (e.g., restroom, drinking water, hike/bike campsites)

COBBLESTONE TRAILHEAD

VISITOR CENTER

WYMORE QUARRY

FALSE LAKE MEADOW

WARREN RICHARDSON TRAILHEAD

RICHARDSON PLANNING ZONE

BENNETT PLANNING ZONE

Lake Ilsanjo

Cobblestone Trail (2.0 mi)

Channel Trail (1.1 mi)

Orchard Trail (1.5 mi)

North Burma Trail (1.7 mi)

Live Oak Trail (0.9 mi)

Louis Trail (0.7 mi)

Richardson Trail (2.5 mi)

South Burma Trail (2.1 mi)

Lake Trail

Canyon Trail (2.0 mi)

Rough-Go Trail (2.1 mi)

Spring Creek Trail (1.2 mi)

Canyon Trail (4.3 mi)

Marsh Trail (2.0 mi)

Spring Creek

Santa Rosa Creek

Channel Dr

Melita Rd

Montgomery Dr

Spring Creek

Summerfield Rd

Yulupa Ave

Carissa Ave

12

PLANNING OPPORTUNITIES
COBBLESTONE 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)
- Non-system Route
- Fire Road/Unpaved Road (Hike/Bike/Horse)
- Other Agency Trail
- Major Road
- Paved Road
- Waterways
- Contour (40-foot Interval)
- Surrounding Protected Lands
- Surrounding Open Space/Conservation Easements
- Restricted/No Public Access Lands

Opportunites and Constraints

- Planning Zone Boundary
- Facility or Amenity Opportunity
- Trail Destination Opportunity
- Non-system Route Constraint
- Existing Road or Trail Opportunity
- New Trail Opportunity

KEY MAP

COBBLESTONE   RICHARDSON

BENNETT   LAWNDALE

SCHULTZ

0   ⅛   ¼   MILE

Esri World Hillshade/NAIP Imagery
20210027.05 GRX 004-1

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

Figure 3-11 Planning Opportunities - Richardson Zone

PLANNING OPPORTUNITIES
RICHARDSON ZONE

CONSTRAINT: Underutilized parking at Warren Richardson Trailhead

OPPORTUNITY: Improve amenities at Warren Richardson Trailhead (e.g., drinking water, bicycle racks, restrooms, fee collection kiosk)

CONSTRAINT: Unauthorized bicycle use and resource constraints on Steve's "S" Trail

OPPORTUNITY: Create trails within high suitability area between South Burma Trail and Warren Richardson/Two Quarry Trails

OPPORTUNITY: Consider emergency access route from Warren Richardson Trailhead to White Oak Drive

OPPORTUNITY: Reconstruct/ re-engineer sections of upper North Burma Trail

CONSTRAINT: Non-system route with safety issues, resource impacts, and trail sustainability issues

OPPORTUNITY: Reconstruct/re-engineer or reroute upper South Burma Trail

OPPORTUNITY: Provide additional amenities at South Burma Trail/Marsh Trail intersection (e.g., drinking water, restroom)

CONSTRAINT: Major trail sustainability issues along South Burma Trail

OPPORTUNITY: Reconstruct/re-engineer Marsh Trail; consider emergency access route from Canyon Trail to Two Quarry Trail and options for parallel singletrack trail

OPPORTUNITY: Improve/formalize Frey Canyon Overlook amenities

OPPORTUNITY: Potential hike/bike campsites at Marsh/Two Quarry Trail junction

Concentration of non-system routes with high bicycle use, safety issues, resource impacts, and erosion issues

Concentration of non-system routes with high bicycle use and resource impacts

Existing Conditions

Park Boundary		Hiking Trail (Hike Only)
Trailhead		Non-system Route
Restroom		Fire Road/Unpaved Road (Hike/Bike/Horse)
Visitor Center		Other Agency Trail
Maintenance Area		Major Road
Picnic Area		Paved Road
Bench		Waterways
Viewpoint		Contour (40-foot Interval)
Quarry		Surrounding Protected Lands
Locked Gate		Surrounding Open Space/Conservation Easements
Emergency Vehicle Access Only (No Public Access)		Restricted/No Public Access Lands
Horse Trough		
Multi-use Trail (Hike/Bike/Horse)		

Opportunites and Constraints

Planning Zone Boundary	Non-system Route Constraint
Facility or Amenity Opportunity	Existing Road or Trail Opportunity
Trail Destination Opportunity	New Trail Opportunity

KEY MAP

COBBLESTONE RICHARDSON LAWNDALE BENNETT SCHULTZ
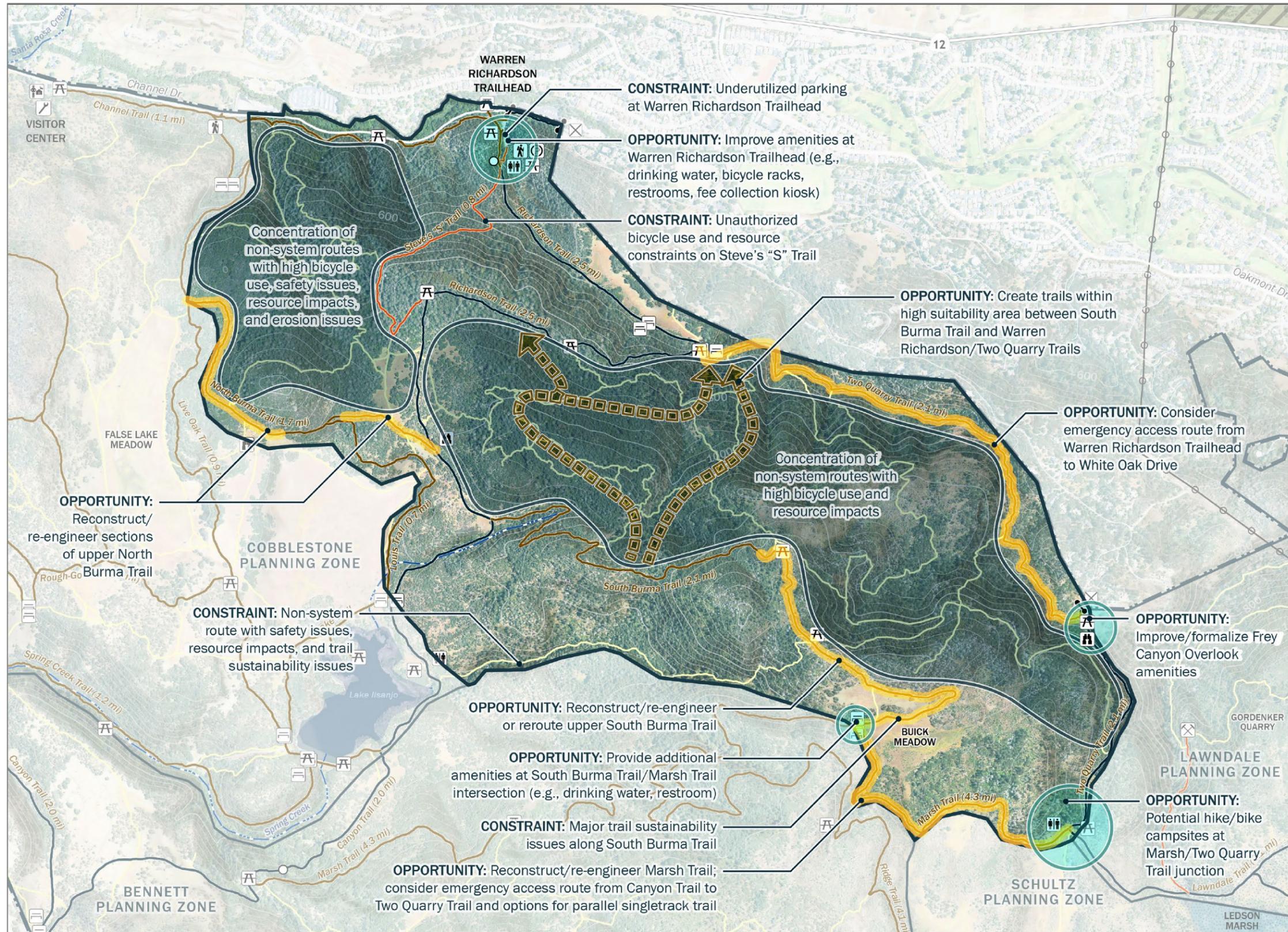
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Esri World Hillshade/NAIP Imagery
20210027.05 GRX 004-2

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

Figure 3-12 Planning Opportunities - Bennett Zone

PLANNING OPPORTUNITIES
BENNETT ZONE

OPPORTUNITY: Consider emergency access route from Canyon Trail to Two Quarry Trail; consider options for parallel singletrack trail

OPPORTUNITY: Reconstruct/re-engineer sections of Marsh Trail

OPPORTUNITY: Reconstruct/re-engineer or reroute sections of Canyon Trail

OPPORTUNITY: Provide drinking water at spring along Canyon Trail

OPPORTUNITY: Provide restroom at Canyon Trail picnic area

OPPORTUNITY: Trail connection between Ridge Trail and Marsh Trail

High concentration of non-system routes with high pedestrian and bicycle use

OPPORTUNITY: Provide trail to ridgeline viewpoint

OPPORTUNITY: Opportunity for system trails up Henry's Knob and Bennett Mountain; consider trail from Bennett Mountain to Channel Drive

OPPORTUNITY: Provide trail amenities at Henry's Knob (e.g., seating, shade, interpretive signage)

OPPORTUNITY: Potential long-term trail connection through Geary Ranch property

Existing Conditions

- Park Boundary
- Trailhead
- Restroom
- Visitor Center
- Maintenance Area
- Picnic Area
- Bench
- Viewpoint
- Quarry
- Emergency Vehicle Access Only (No Public Access)
- Horse Trough
- Multi-use Trail (Hike/Bike/Horse)
- Hiking Trail (Hike Only)
- Non-system Route
- Fire Road/Unpaved Road (Hike/Bike/Horse)
- Other Agency Trail
- Major Road
- Paved Road
- Waterways
- Contour (40-foot Interval)
- Surrounding Protected Lands
- Surrounding Open Space/Conservation Easements
- Restricted/No Public Access Lands

Opportunites and Constraints

- Planning Zone Boundary
- Facility or Amenity Opportunity
- Trail Destination Opportunity
- Non-system Route Constraint
- Existing Road or Trail Opportunity
- New Trail Opportunity

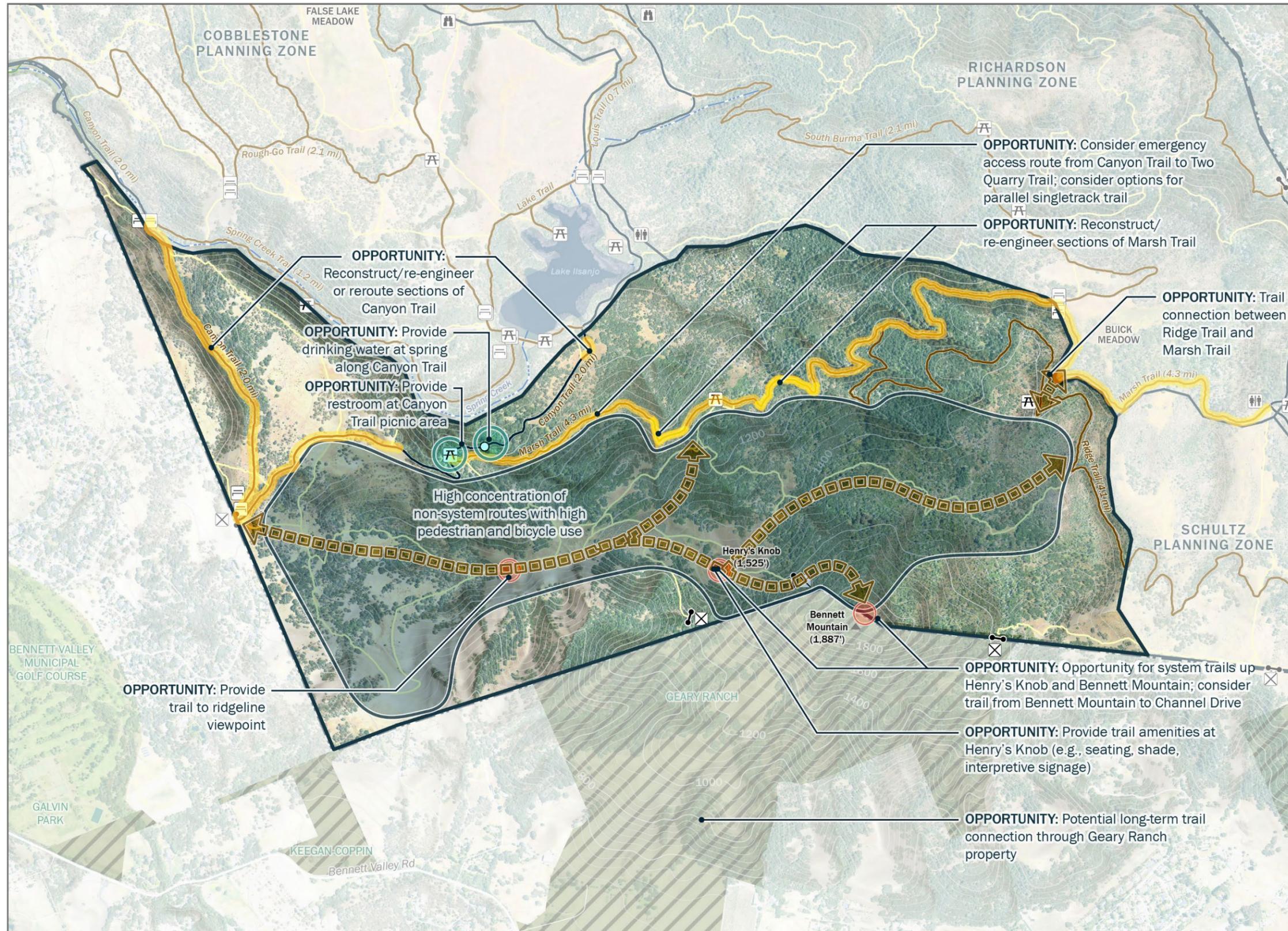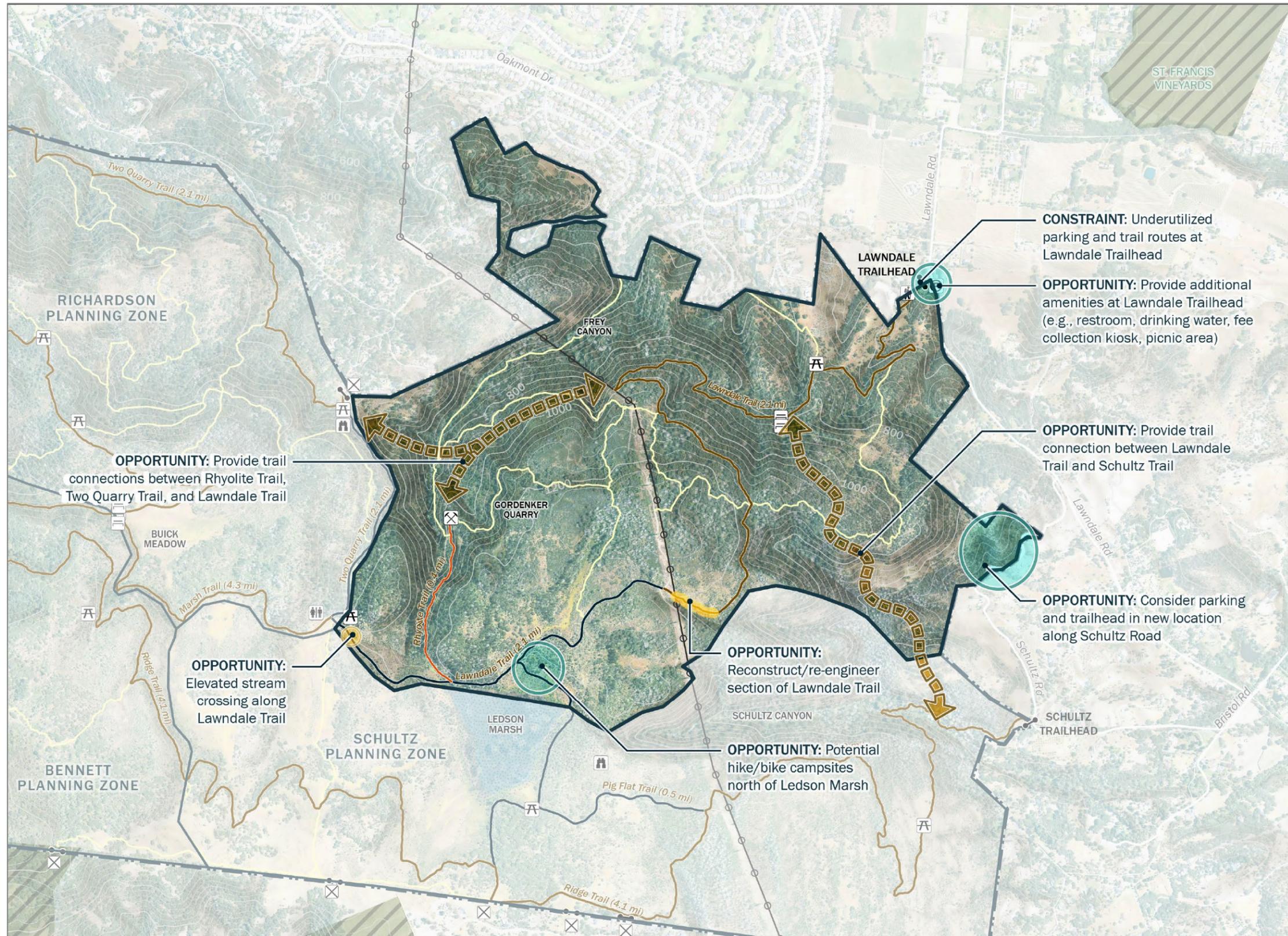### KEY MAP

COBBLESTONE RICHARDSON
LAWNDALE
BENNETT SCHULTZ

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Esri World Hillshade/NAIP Imagery
20210027.05 GRX 004-3

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

Figure 3-13   Planning Opportunities - Lawndale Zone

PLANNING
OPPORTUNITIES
LAWNDALE ZONE

Existing Conditions

🚶	Park Boundary	—	Hiking Trail (Hike Only)
🚶	Trailhead	—	Non-system Route
🚻	Restroom	—	Fire Road/Unpaved Road (Hike/Bike/Horse)
🏠	Visitor Center	—	Other Agency Trail
🔧	Maintenance Area		Major Road
🍽	Picnic Area		Paved Road
🪑	Bench	- - -	Waterways
🔭	Viewpoint		Contour (40-foot Interval)
⊗	Quarry		Surrounding Protected Lands
⊶	Locked Gate		Surrounding Open Space/Conservation Easements
⊠	Emergency Vehicle Access Only (No Public Access)		
○	Horse Trough	/////	Restricted/No Public Access Lands
—	Multi-use Trail (Hike/Bike/Horse)		

Opportunites and Constraints

▭	Planning Zone Boundary	▭	Non-system Route Constraint
○	Facility or Amenity Opportunity	—	Existing Road or Trail Opportunity
○	Trail Destination Opportunity	⇔	New Trail Opportunity

CONSTRAINT: Underutilized parking and trail routes at Lawndale Trailhead

OPPORTUNITY: Provide additional amenities at Lawndale Trailhead (e.g., restroom, drinking water, fee collection kiosk, picnic area)

OPPORTUNITY: Provide trail connection between Lawndale Trail and Schultz Trail

OPPORTUNITY: Provide trail connections between Rhyolite Trail, Two Quarry Trail, and Lawndale Trail

OPPORTUNITY: Consider parking and trailhead in new location along Schultz Road

OPPORTUNITY: Elevated stream crossing along Lawndale Trail

OPPORTUNITY: Reconstruct/re-engineer section of Lawndale Trail

OPPORTUNITY: Potential hike/bike campsites north of Ledson Marsh

KEY MAP
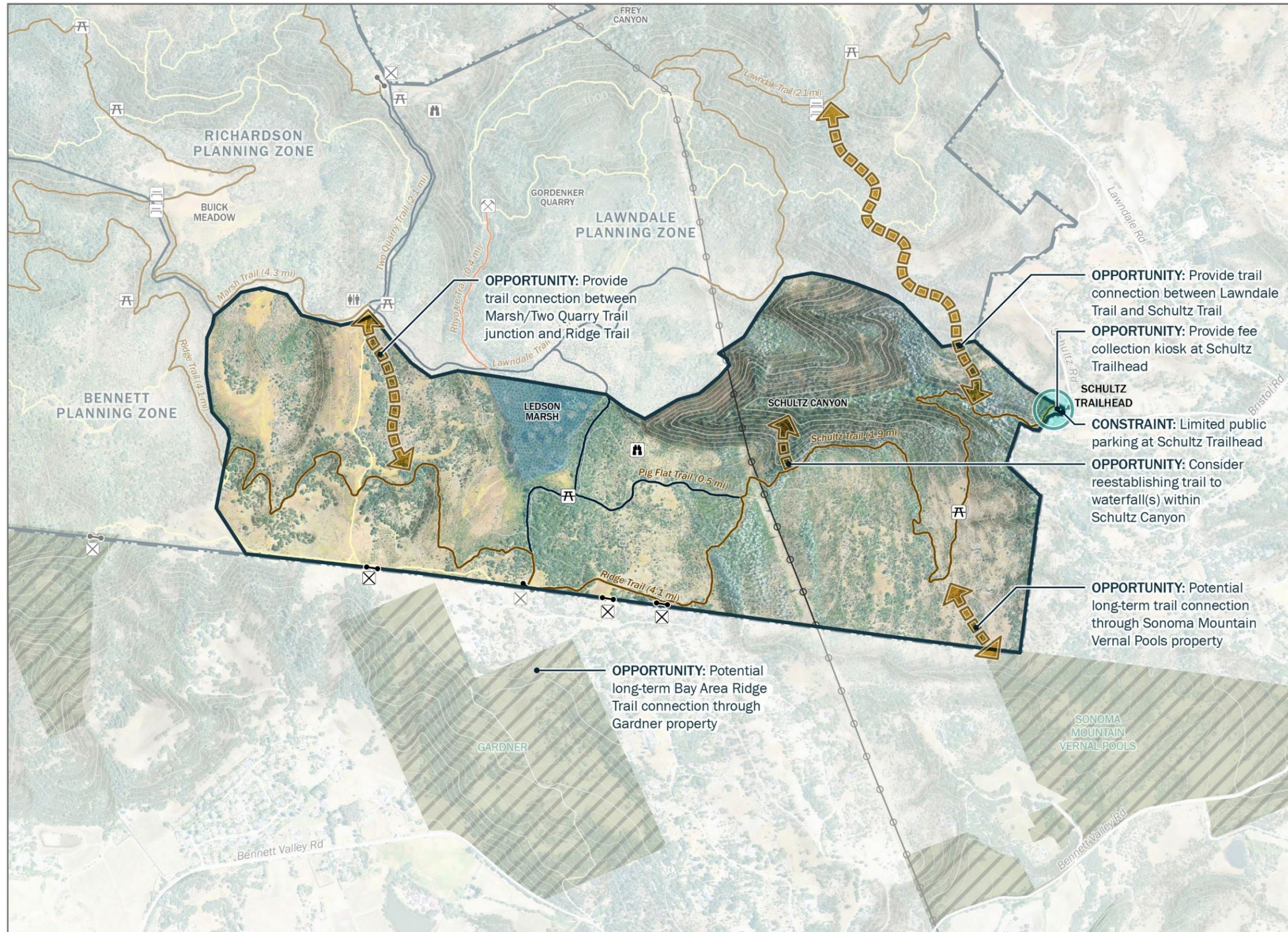
COBBLESTONE RICHARDSON
LAWNDALE
BENNETT SCHULTZ

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Esri World Hillshade/NAIP Imagery
20210027.05 GRX 004-4

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

TRIONE-ANNADEL STATE PARK ROAD AND TRAIL MANAGEMENT PLAN   3-41

Figure 3-14 Planning Opportunities - Schultz Zone

PLANNING OPPORTUNITIES
SCHULTZ ZONE

OPPORTUNITY: Provide trail connection between Marsh/Two Quarry Trail junction and Ridge Trail

OPPORTUNITY: Provide trail connection between Lawndale Trail and Schultz Trail

OPPORTUNITY: Provide fee collection kiosk at Schultz Trailhead

CONSTRAINT: Limited public parking at Schultz Trailhead

OPPORTUNITY: Consider reestablishing trail to waterfall(s) within Schultz Canyon

OPPORTUNITY: Potential long-term trail connection through Sonoma Mountain Vernal Pools property

OPPORTUNITY: Potential long-term Bay Area Ridge Trail connection through Gardner property

Existing Conditions

	Park Boundary		Hiking Trail (Hike Only)
	Trailhead		Non-system Route
	Restroom		Fire Road/Unpaved Road (Hike/Bike/Horse)
	Visitor Center		Other Agency Trail
	Maintenance Area		Major Road
	Picnic Area		Paved Road
	Bench		Waterways
	Viewpoint		Contour (40-foot Interval)
	Quarry		Surrounding Protected Lands
	Emergency Vehicle Access Only (No Public Access)		Surrounding Open Space/Conservation Easements
	Horse Trough		Restricted/No Public Access Lands
	Multi-use Trail (Hike/Bike/Horse)		

Opportunites and Constraints

	Planning Zone Boundary		Non-system Route Constraint
	Facility or Amenity Opportunity		Existing Road or Trail Opportunity
	Trail Destination Opportunity		New Trail Opportunity

KEY MAP

COBBLESTONE · RICHARDSON · LAWNDALE · BENNETT · SCHULTZ

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Esri World Hillshade/NAIP Imagery
20210027.05 GRX 004-5

CHAPTER 4 DESIGNATIONS AND CLASSIFICATIONS

4.1 DESIGNATIONS AND CLASSIFICATIONS

Road and Trail Designations

Roads and trails at TASP are identified as either "system" or "non-system." System routes are those recognized and maintained as State Parks facilities and are further designated as either roads or trails.

System routes are designated as roads if they were constructed to allow street-legal vehicle access or currently accommodate street-legal vehicles. At TASP, system roads within the park are open for non-motorized recreational uses and include Canyon Trail, Warren Richardson Trail, the far western portion of Lawndale Trail, the southern portion of Two Quarry Trail, Pig Flat Trail, and portions of Ridge Trail. Channel Drive is a designated system road that provides public vehicular access. Although it is not formally designated for trail use, it is regularly used by hikers and bicyclists as part of the public roadway.

State Parks trail designations include a subcategory for "trails on roadbeds," which include trails on roadbeds that are no longer passable by vehicles. This subcategory is useful to track the location and condition of old roads being used as trails. In TASP, portions of Cobblestone, North Burma, Rough-Go,

Orchard, Quarry, Lawndale, and Marsh trails are located on roadbeds.

System routes are designated as trails if they were not originally constructed to allow street-legal vehicle access and currently don't accommodate street-legal vehicles. At TASP, the remainder of the routes in the formal system are designated as trails.

Non-system routes are not officially named, are not included as State Parks facilities, and are not maintained by State Parks. Within TASP, most non-system routes are user-created and/or remnant historic trails and roads, such as access roads from quarrying in the park in the early 1900s. Select non-system routes in the park include those that were previously within the recreational trail system but were closed and decommissioned due to resource impacts or other reasons.

Use Designations

System roads and trails are assigned use designations to identify allowed trail users. By default, all trails are open to pedestrians and closed to other uses unless designated otherwise by the District Superintendent. Below is a

summary of the trail use designations within the state park system (State Parks 2019).

- **Hiking trails:** Open to pedestrian use only
- **Bicycle trails:** Open to pedestrians and bicyclists
- **Equestrian trails:** Open to pedestrians and equestrians
- **Multi-use trails:** Open to pedestrians, bicyclists, and equestrians
- **Accessible trails:** Trails with any use designation that meet department and U.S. Access Board accessibility standards

At TASP, most system trails in the park are designated as multi-use trails (Figure 1-1). Only two of the trails in the park are hiking trails (hike only)—Steve's "S" Trail in the Richardson Zone and Rhyolite Trail in the Lawndale Zone.

In response to the growing popularity of electric bicycles (e-bikes) as a form of recreation and commuting, State Parks adopted a statewide policy in 2021 to address their presence within the California State Park System. E-bike- use in state parks is authorized through a District Superintendent's order, in alignment with the statewide policy. State Parks' e-bike policy can be found here: www.parks.ca.gov/?page_id=30521. Currently, none of the trails within TASP allow e-bike use.

The use of all other electric-assisted, electric-powered, and motorized recreational devices is prohibited on all trails throughout the park, unless specifically used as a mobility device associated with a disability.

Trail Classifications

State Parks assigns trail classifications to create a hierarchy of trail significance. For example, trails that provide connectivity between visitor facilities and to destinations are more significant than trails that have dead ends or traverse lesser used portions of a park. Through a point-based evaluation process, State Parks assigns trails to four classes: Class I through IV (Table 4-1). Class I trails are the most significant and have the highest design, construction, and maintenance standards. The standards for Class II, III, and IV trails diminish consecutively. Maintenance and rehabilitation projects are also prioritized by trail classification—Class I trails receive higher priority than Class IV trails. For additional information on trail classifications, see Chapter 2 of the California State Parks Trails Handbook (State Parks 2019).

Most trails in TASP are Class I trails. There are select Class II trails, including a majority of Steve's "S" Trail, Schultz Trail, and the southern portion of Rough-Go Trail. Class III trails in the park include Rhyolite Trail and the northern portion of Steve's "S" Trail. There are no Class IV trails in the park.

Table 4-1 Trail Classifications

Trail Classification	Overview	Use Designations	Design Standards
Class I	Trails close to developed visitor facilities (e.g., interpretive trails from a visitor center)	▪ Accessible/interpretive trails ▪ Hiking trails (hike only) ▪ Bicycle trails (hike/bike only) ▪ Equestrian trails (hike/horse only) ▪ Multi-use trails (hike/bike/horse)	▪ Native or hardened tread surface ▪ Includes the most robust trail structures for resource protection and visitor safety
Class II	Trails providing access away from developed visitor facilities (e.g., long-distance bicycle loop trails)	▪ Hiking trails (hike only) ▪ Bicycle trails (hike/bike only) ▪ Equestrian trails (hike/horse only) ▪ Multi-use trails (hike/bike/horse)	▪ Primarily native tread surface ▪ Includes the less robust trail structures for resource protection and visitor safety
Class III	Lightly used backcountry trails (e.g., backcountry hiking trails)	▪ Hiking trails (hike only) ▪ Bicycle trails (hike/bike only) ▪ Equestrian trails (hike/horse only)	▪ Primarily native tread surface ▪ Avoids trail structures unless necessary
Class IV	Special use and administrative access trails (e.g., access routes to utility infrastructure)	▪ Hiking trails (hike only)	▪ Native tread surface ▪ Avoids trail structures

Source: Data provided by State Parks and compiled by Ascent in 2025.

4.2   ROAD AND TRAIL SUSTAINABILITY

Overview

Sustainable Roads and Trails

A "sustainable" road or trail is designed, constructed, or reconstructed so that it:

- Does not adversely affect natural and cultural resources

- Can withstand the impacts of the intended user groups

- Meets the needs of the intended user to a degree that the user does not deviate from the established road or trail alignment

- Survives the natural elements while receiving only routine cyclical maintenance

Designing, constructing, and maintaining sustainable roads and trails requires a thorough understanding of the landforms they traverse. It also requires an understanding of the expected user groups and the needs and design standards that are specific to each user group. Combining this information with high-quality construction materials results in a sustainable road or trail. Roads or trails that do not meet the "sustainable" definition but are considered integral to park operations may be constructed with specific trail structures and features added to help address the problems that lead to the lack of sustainability. The sections below describe the range of sustainability and maintainability for roads and trails. More information on road and trail sustainability can be found in the California State Parks Trails Handbook (State Parks 2019).

Maintainable Unsustainable Roads and Trails

Maintainable unsustainable trails do not meet sustainability trail definitions but are considered integral to park operations, such as those that provide visitor access to important areas or are in areas where visitors would otherwise create non-system routes if system trails were not provided.

These trails, when allotted the appropriate design elements and resources, can be maintained or reconstructed to avoid significant environmental impacts from the trail.

Unmaintainable Unsustainable Roads and Trails

Unmaintainable unsustainable roads and trails are those that are improperly designed and/or constructed and can't be made sustainable or maintainable through trail reconstruction or reengineering. The priority for these trails is to remove, restore, and/or reroute rather than try to maintain them because they often cost more to maintain than is worthwhile. Often these routes become unusable and other routes develop to accommodate access, thus increasing adverse environmental effects.

All but two of the system roads and trails within TASP are multi-use and open to hiking, bicycling, and equestrian use.

Resource Considerations

Roads and trails are considered park facilities like restrooms, campsites, and parking lots. They are developed to provide access to the natural and cultural resources of a park and to enhance visitor enjoyment of those resources. Thus, the facilities of a park unit should be designed and constructed to be compatible with the park resources. Decisions regarding design, layout, and construction of roads and trails should be balanced with what is best for the park's resources in addition to what is best for the user. Ideally, no road or trail should compromise the integrity of park resources.

If a road or trail route cannot avoid significantly affecting resources, or if it becomes too costly to construct or maintain a road or trail to avoid impacts to resources, an alternative route should be considered or the need should be reassessed.

Sustainability Improvement Techniques

There are various techniques that can be implemented to improve the sustainability, functionality, and user experience on a road or trail. The four main techniques are described in Table 4-2 and include:

- Reconstruction
- Reengineering/redesigning
- Rerouting
- Removal and restoration

These techniques are considered best management practices for maintaining sustainable roads and trails within the state park system. Additional and more detailed information can be found in State Parks' *Project Implementation and Best Management Practices* (2009) and *Trails Handbook* (2019). This section is meant to supplement but not replace avoidance, minimization, and mitigation measures in the environmental document for this plan.

Two Quarry Trail is an example of a road-to-trail conversion, which is a type of road reengineering project.

Table 4-2   Road and Trail Sustainability Improvement Techniques

Technique	Purpose	Overview	Example Activities
Reconstruction	Rehabilitate an existing trail when the alignment is sustainable or "unsustainable but maintainable"	▪ Construction work on an existing road or trail to bring it back to its original design ▪ Used in cases where standard maintenance is insufficient to complete this task	▪ Improving/rehabilitating drainage features and structures ▪ Reshaping trail backslope ▪ Reestablishing original route profiles ▪ Scarifying trail tread ▪ Rehabilitating tread elevations ▪ Repairing/reconstructing trail structures (e.g., switchbacks, climbing turns, bridges, culverts, boardwalks, causeways)
Reengineering or Redesigning	Improve unsustainable situations on existing trails that can be remediated with proper trail design techniques	▪ Used to create a sustainable trail when the existing trail alignment could be sustainable, but improperly designed structures have created an unsustainable situation ▪ Can create an "unsustainable but maintainable" trail when the existing alignment must be retained ▪ Can include road-to-trail conversions which is a reengineering technique used for transforming an existing road into a recreational trail	▪ Minor reroutes within the original trail corridor ▪ Lengthening the trail using curvilinear techniques to reduce trail linear grade ▪ Improving drainage by separating the trail from natural drainage features ▪ Reducing linear grades using cut-and-fill techniques ▪ Road-to-trail conversions include narrowing the road bench cut in a process similar to road/trail removal
Rerouting	Realign a trail when the existing alignment is unsustainable	▪ Used to relocate a trail outside of its original corridor when the current corridor is determined to be unsustainable ▪ Used to bypass sensitive resource areas, provide a sustainable grade, expand trail width, or improve trail connectivity	▪ Flagging new trail corridor ▪ Clearing new trail corridor ▪ Constructing new trail alignment ▪ Removal and restoration of the old trail corridor
Removal and Restoration	Correct disturbances to resources created by existing roads and trails, maintenance activities, and visitor use	▪ Often coupled with rerouting or new trail construction as well as site restoration ▪ Typically, a rerouted or replacement trail is constructed before the old trail is removed and the site restored to avoid fragmenting the existing trail system	▪ De-compacting trail bench and cut ▪ Aerating soil to promote revegetation and bonding of imported soil ▪ Restoring the natural slope contour to facilitate natural sheet flow drainage by excavating soil and placing it against the cutbank ▪ Reestablishing vegetation using existing native seed banks, or transplanting or seeding native species

Source: Information compiled by Ascent in 2025.

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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
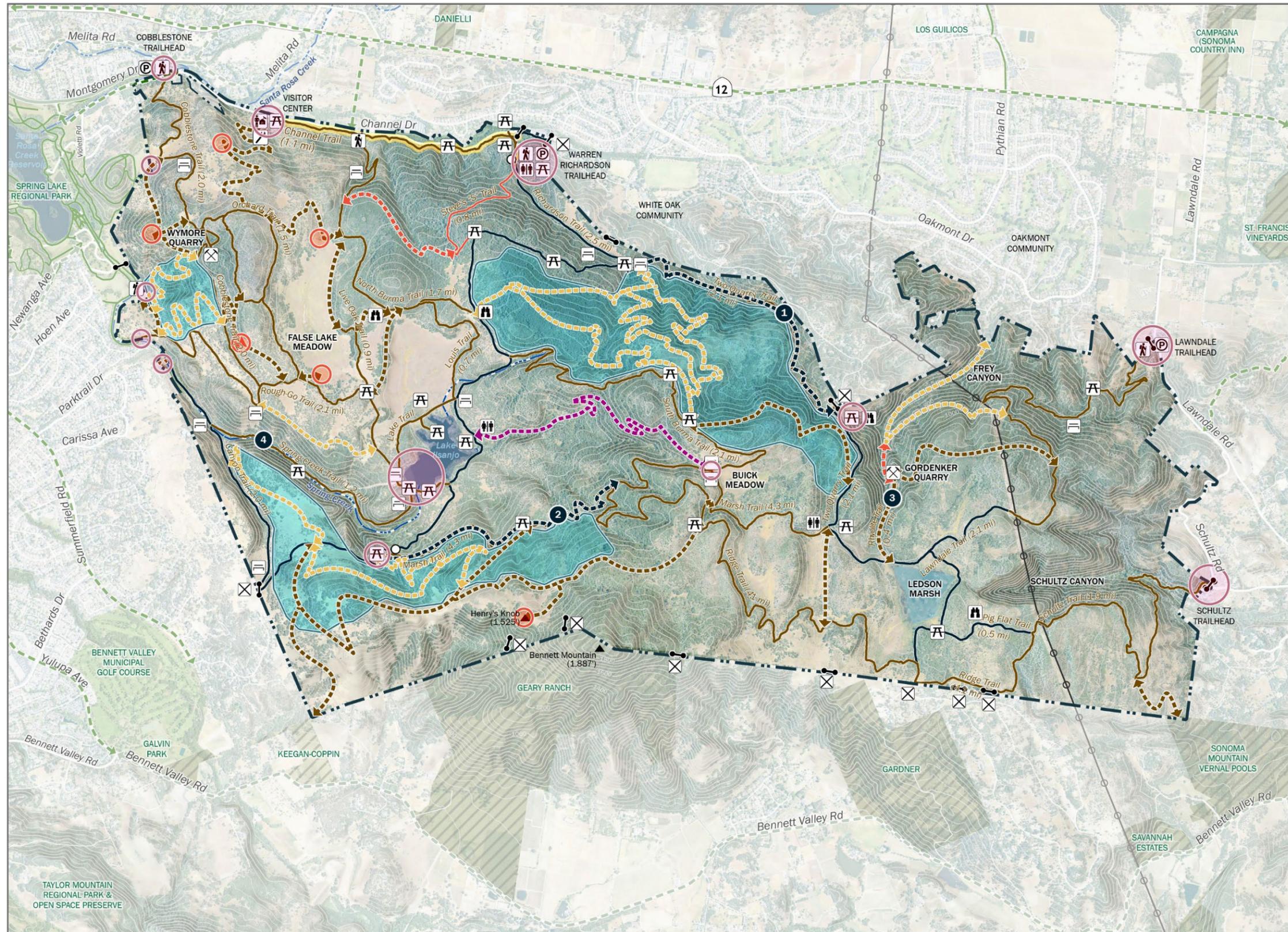
PROPOSED ROAD AND TRAIL SYSTEM

Existing Conditions

Symbol		Symbol	
	Park Boundary		Other Agency Trail
	Trailhead		Major Road
	Restroom		Paved Road
	Visitor Center		Waterways
	Maintenance Area		Contour (40-foot Interval)
	Picnic Area		Surrounding Protected Lands
	Bench		Surrounding Open Space/Conservation Easements
	Viewpoint		
	Quarry		Restricted/No Public Access Lands
	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)		
	Unpaved Road (Hike/Bike/Horse)		

Plan Recommendations*

	Trail Viewpoint		Unpaved Road Corridor (Hike/Bike/Horse)
	Trail-related Facility or Amenity Area		Trail Accessibility Improvements
	Bike-Optimized Trail Opportunity Area	**1**	Two Quarry Trail trail-to-road conversion
	Multi-use Trail Corridor (Hike/Bike/Horse)	**2**	Marsh Trail trail-to-road conversion
	Bicycling Trail Corridor (Hike/Bike Only)	**3**	Rhyolite Trail change-in-use designation
	Equestrian Trail Corridor (Hike/Horse Only)	**4**	Spring Creek trail uphill bicycle use only; bi-directional hiking and equestrian use
	Hiking Trail Corridor (Hike Only)		

* Road and trail corridors are conceptual and locations are subject to change during project-specific planning, design, and implementation.

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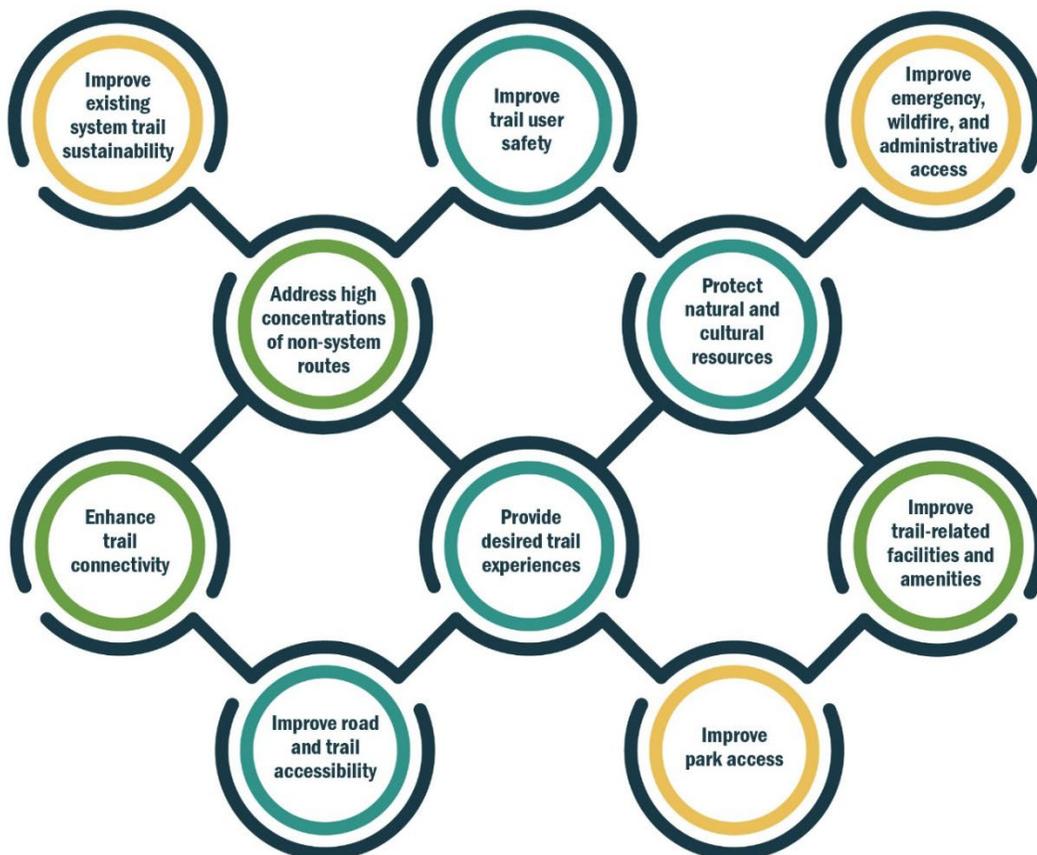
The RTMP includes a suite of objectives for the planning zone recommendations.

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.

Visitor entry improvements are recommended at the Rough-Go Trailhead park entrance from Spring Lake Regional Park

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 Ilsanjo. 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.

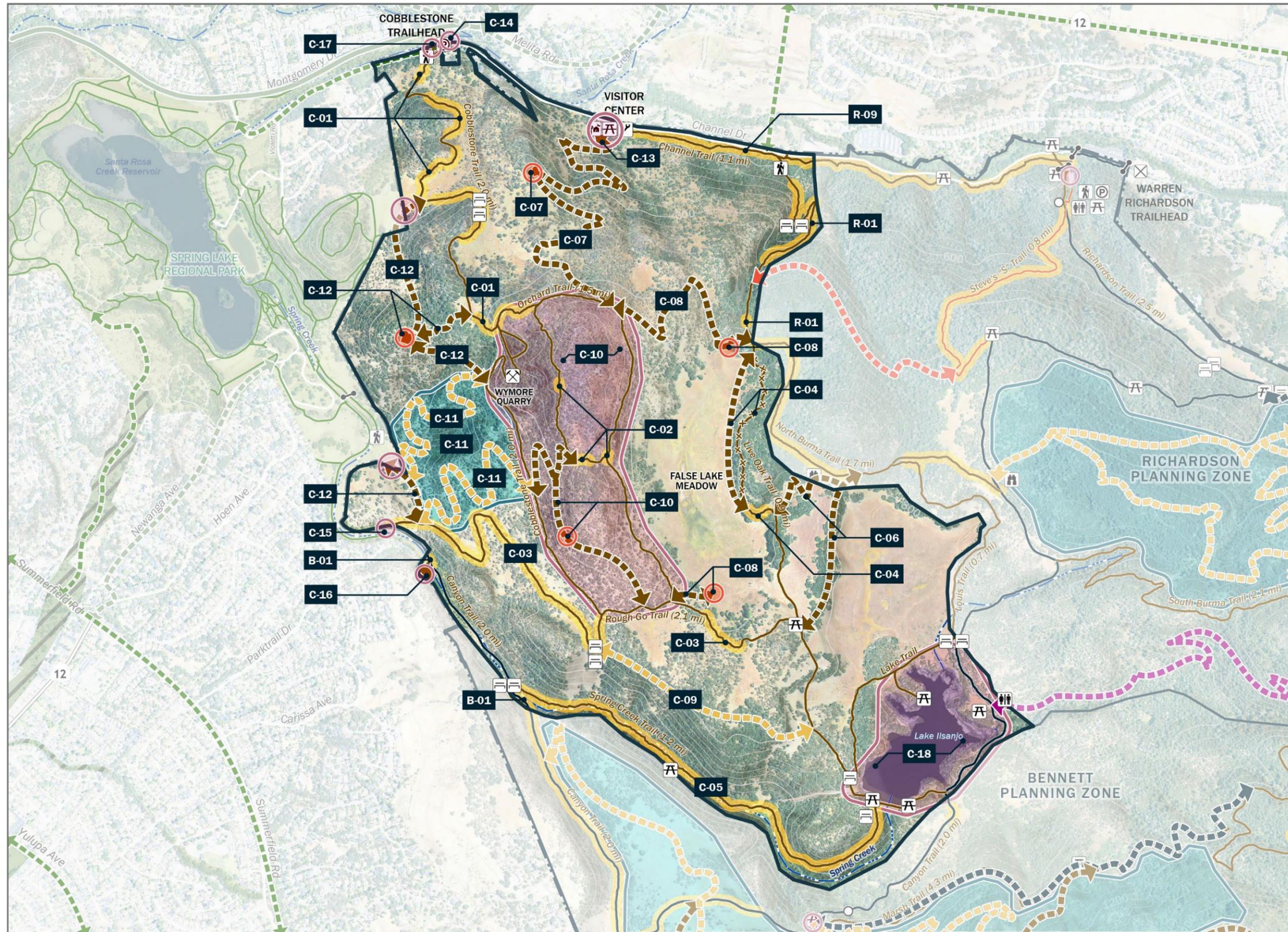| ID	Name	Objective(s)	Recommendation
C-09	New Trail in Lake Ilsanjo Vicinity	▪ Enhance trail connectivity ▪ Protect natural and cultural resources ▪ Address high concentrations of non-system routes	Provide an approximately 0.5- to 1-mile bicycling trail (hike/bike only) connection between Rough-Go sections 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**

PLAN RECOMMENDATIONS
COBBLESTONE 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.

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COBBLESTONE   RICHARDSON   LAWNDALE   BENNETT   SCHULTZ

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

TRIONE-ANNADEL STATE PARK ROAD AND TRAIL MANAGEMENT PLAN

5-15

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 Ilsanjo 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		
	Locked Gate		Restricted/No Public Access Lands
	Emergency Vehicle Access Only (No Public Access)		Planned Class I Path (By Other Agency)
	Horse Trough		Planned Class II Bike Lane/Class III Bike Route (By Other Agency)
	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.

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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.
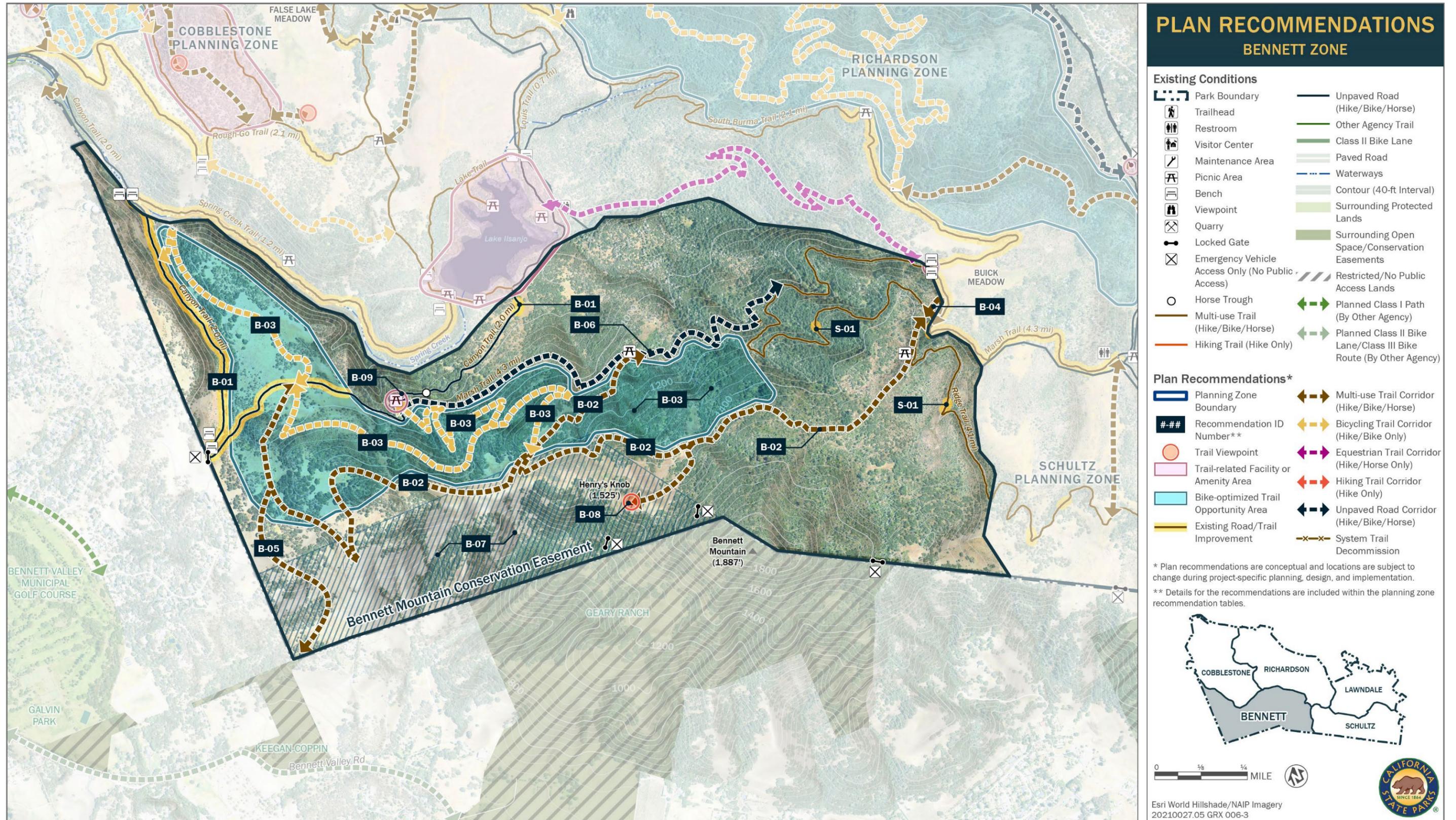
Table 5-4   Bennett Zone Recommendations

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

PLAN RECOMMENDATIONS
BENNETT 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	
Locked Gate	Restricted/No Public Access Lands
Emergency Vehicle Access Only (No Public Access)	Planned Class I Path (By Other Agency)
Horse Trough	Planned Class II Bike Lane/Class III Bike Route (By Other Agency)
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.

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Esri World Hillshade/NAIP Imagery
20210027.05 GRX 006-3

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.
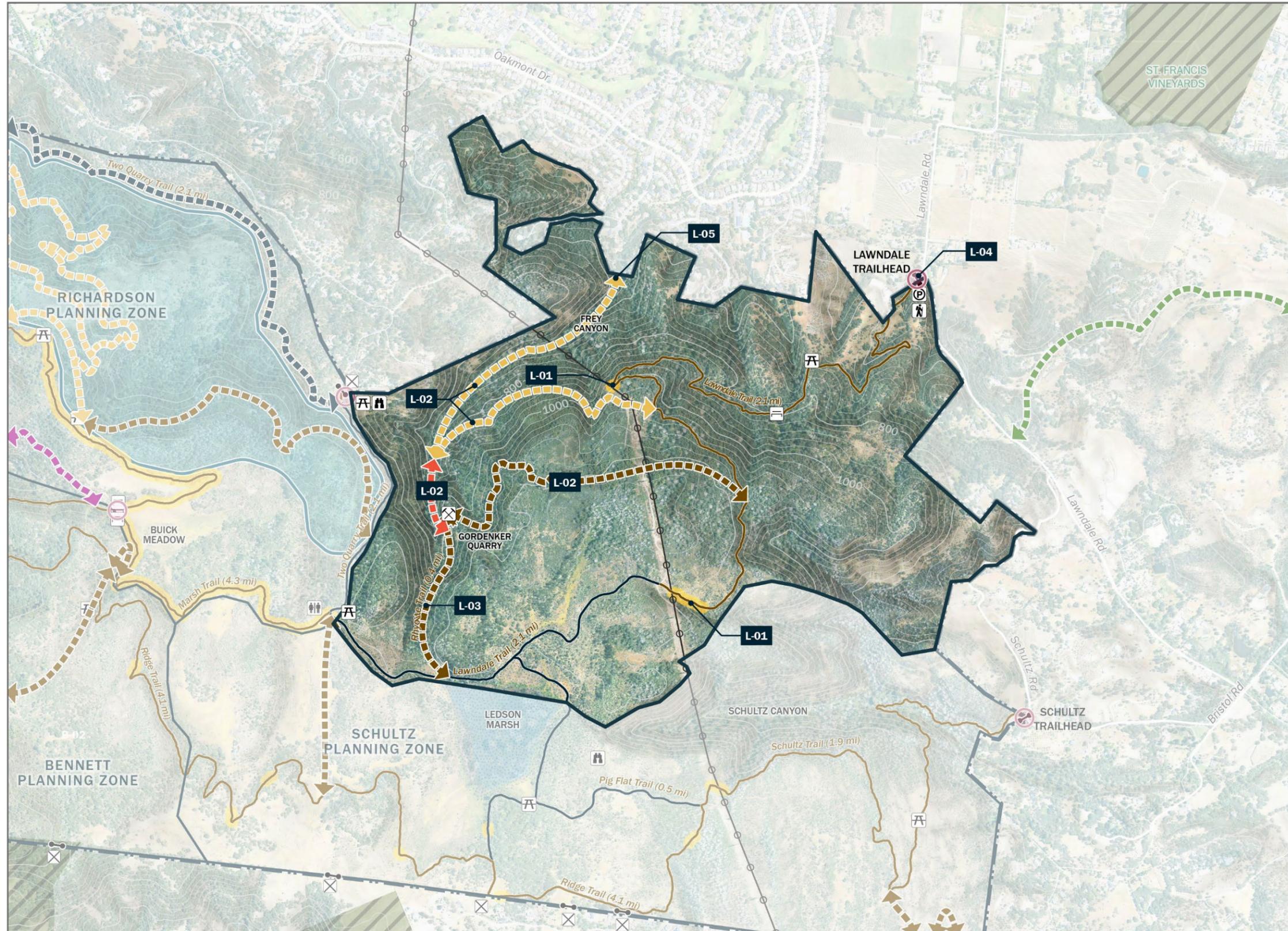
Table 5-5   Lawndale Zone Recommendations

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

PLAN RECOMMENDATIONS
LAWNDALE 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		
	Locked Gate		Restricted/No Public Access Lands
	Emergency Vehicle Access Only (No Public Access)		Planned Class I Path (By Other Agency)
	Horse Trough		Planned Class II Bike Lane/Class III Bike Route (By Other Agency)
	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.

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Esri World Hillshade/NAIP Imagery
20210027.05 GRX 006-4

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.

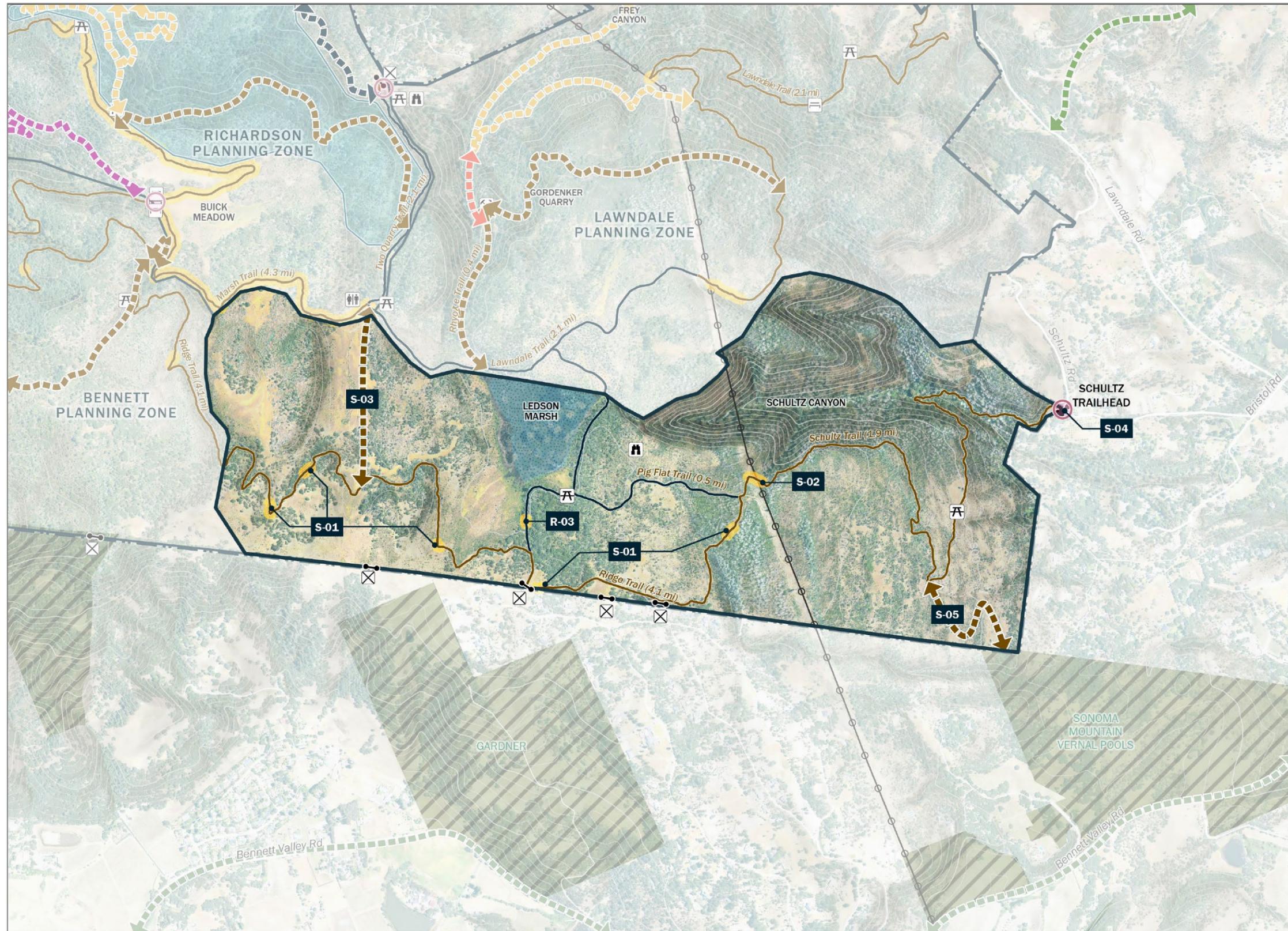*Schultz Trailhead has access constraints from Schultz Road.*

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

- 🚶 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.

COBBLESTONE   RICHARDSON   LAWNDALE
BENNETT   SCHULTZ

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Esri World Hillshade/NAIP Imagery
20210027.05 GRX 006-5

Map labels: RICHARDSON PLANNING ZONE, BUICK MEADOW, LAWNDALE PLANNING ZONE, GORDENKER QUARRY, FREY CANYON, BENNETT PLANNING ZONE, LEDSON MARSH, SCHULTZ CANYON, SCHULTZ TRAILHEAD, GARDNER, SONOMA MOUNTAIN VERNAL POOLS, Bennett Valley Rd, Lawndale Rd, Schultz Rd, Bristol Rd

Trail labels: Marsh Trail (4.3 mi), Ridge Trail (4.1 mi), Two Quarry Trail (0.7 mi), Lawndale Trail (2.1 mi), Lawndale Trail (2.1 mi), Rhyne Trail (0.4 mi), Pig Flat Trail (0.5 mi), Schultz Trail (1.9 mi)

Recommendation IDs: S-03, S-01, R-03, S-01, S-02, S-04, S-05

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.
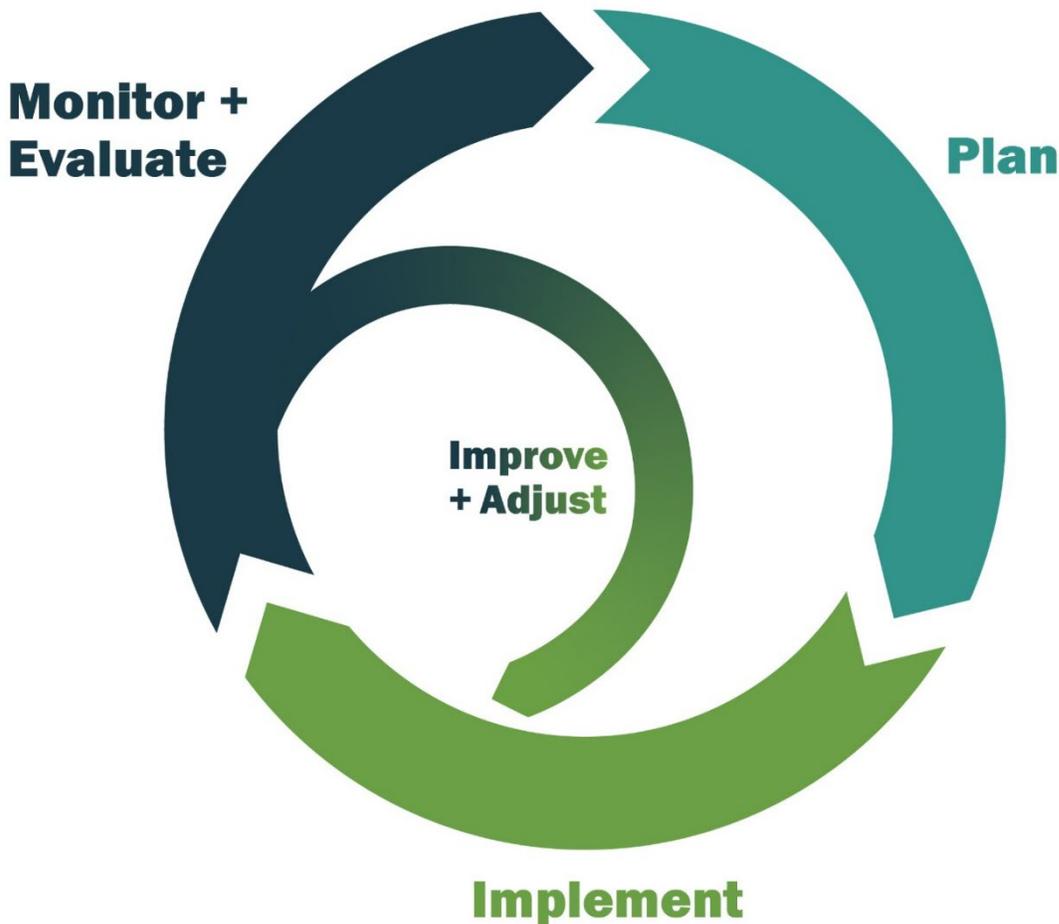
6.3   MONITORING AND ADAPTIVE MANAGEMENT

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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Trione-Annadel State Park

ROAD AND TRAIL MANAGEMENT PLAN