

# Auburn - Folsom

## Auburn SRA

### Foresthill Divide Loop

[http://www.microweb.com/rogm/mountain\\_biking\\_CA.htm#Ride%2045](http://www.microweb.com/rogm/mountain_biking_CA.htm#Ride%2045)

<http://ogrehut.com/cgi-bin/OgreShots/MTB/ForesthillDivide/>

11.5 mile , 1800 ft. Lowest elevation = 1250 feet; highest elevation = 1600 feet

You can pick a nice new map showing all of the trails near Auburn at the State Parks office on Hwy 49 between Auburn and the Confluence, crappy here:

<http://www.foothill.net/fta/maps/fdloop.html>

Access: From Interstate 80 in Auburn, take the Auburn Ravine Road/Foresthill Road exit south toward Foresthill. At 0.4 miles you will enter the Auburn State Recreation Area. Pass over a huge bridge perched above the canyon of the North Fork of the American River at 0.9 miles. At 3.2 miles, pass the Old Foresthill Road turnoff to Cool and Placerville, and continue on Foresthill Road toward Foresthill. At 4.8 miles pull into the parking area to your right. No facilities of any kind exist at the trailhead.



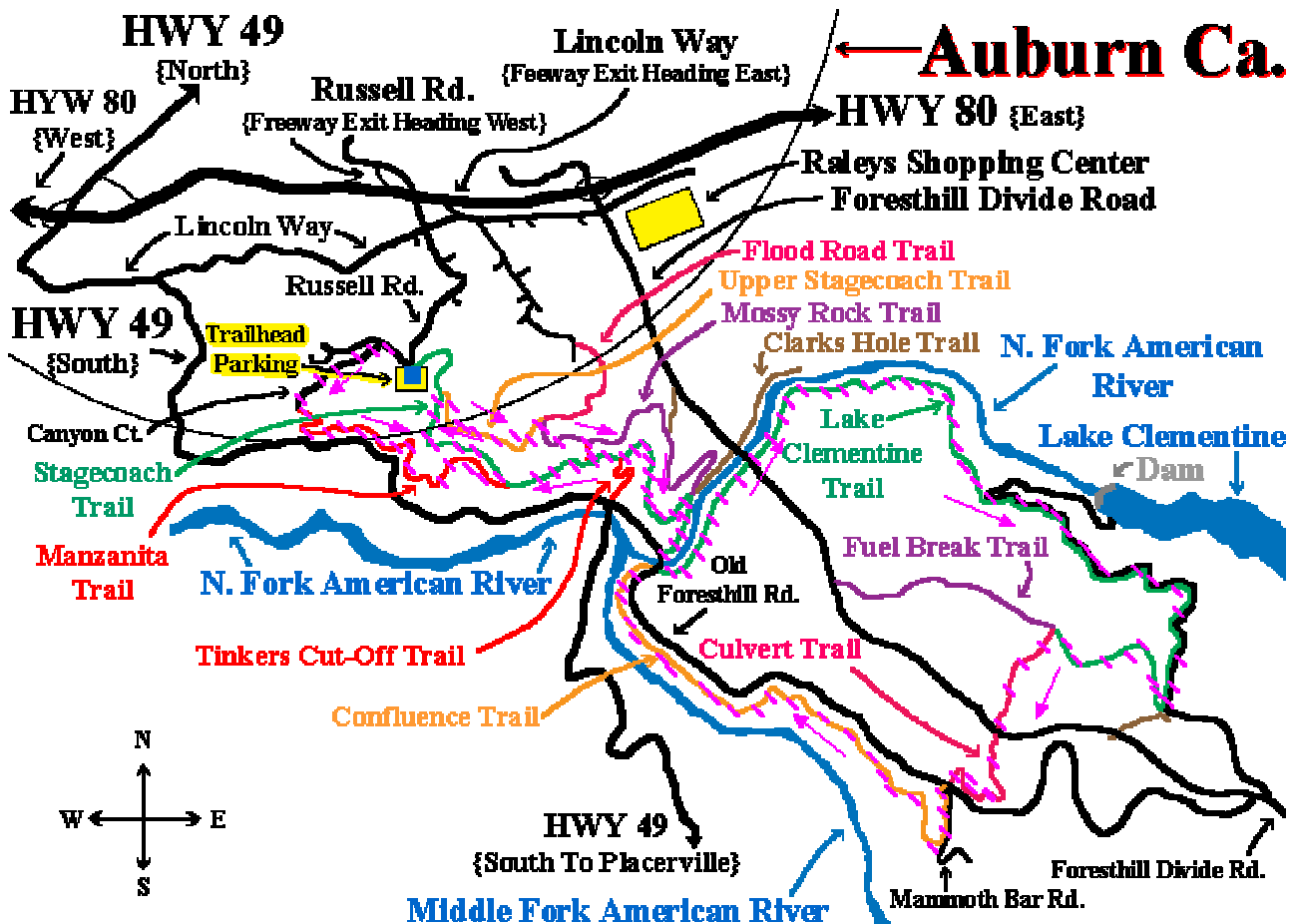
Notes on the trail: I gave the whole loop a class 2 rating, because the trail surface is, with rare exceptions, smooth; the trail is of medium width; inclines and declines are mostly gradual; and there is little exposure. Riders with beginning technical skills should be able to ride this loop without adversely affecting themselves or the trail, as long as they remember to keep their weight back when descending so that their rear wheels do not slide. This is not a good trail to ride during the summer, unless you get out early, or squeeze the ride in before dark. This is a good trail to ride during fall, winter, and spring. All I ask is that you give the trail a week to dry out after a major winter storm. Weekends are also not good times to ride this trail, as this trail can become quite crowded with other mountain bikers, hikers, and equestrians. This is a multi-purpose trail: mountain bikes must yield right-of-way to other trail users by stopping and moving off the trail. Uphill mountain bikers also have right-of-way to downhill mountain bikers. Ticks are common in the spring

NOTE: Can combine with Clementine (a.k.a. Confluence) for 25 mile loop, but, not sure where is the connection.

Confluence trails (Clementine, Stagecoach, ...)

Good loop at <http://www.mtbsingletrack.com/>

15 mi, 600-1600 ft.



My favorite route covers most of the single-track trails and is for the intermediate to advanced riders. I like to start at the parking lot on Russell Rd. and drop down to the Manzanita trail, to the Stagecoach Trail. Then I climb up Stagecoach to the Upper Stagecoach Trail.

Take that trail to and drop down the Mossy Creek Trail to the Stagecoach Trail and onto the Old Foresthill Rd. Cross the bridge on the Middle American River and climb up Lake Clementine Trail to the Culvert Trail. At the end of the Culvert trail you cross the Old Foresthill Rd. to Mammoth Bar road and take a right and drop down onto the Confluence Trail. Take the Confluence Trail back to the rivers confluence area {downstream}. Cross the Bridge again and take a right onto Stagecoach Trail. This trail will take you back up the hill to the parking lot on Russell Rd. Whew! That was probably a 16-18 miler with 2500+- ft. of elevation gain!

**Comments:** These river canyons can get rather hot in the summer, but there are swimming holes to cool off in. You can ride year around. I like riding this area when all the higher trails are closed due to rain and snow in the winter months. Look for hikers because there are plenty of them...a high use area.

Maybe better option is to start at the bridge, ride up Stagecoach and then the loop.

## Darrington/Salmon Falls Trail

[http://www.microweb.com/rogm/mountain\\_biking\\_CA.htm#Ride%2046](http://www.microweb.com/rogm/mountain_biking_CA.htm#Ride%2046)

15.6 miles, out-and-back, 1400 ft. Lowest = 450 feet; highest = 550 feet.

Access: From Auburn on Interstate 80, take the Grass Valley/Placerville/Highway 49 exit south toward Placerville. "49" signs will lead you through Auburn. At mile 6.8 pass the turnoff to State Highway 193 in the town of Cool and continue on State Highway 49. At mile 10.6 turn right onto Salmon Falls Cutoff (This is the road just after the road to Rattlesnake Bar). After one block, turn left onto Salmon Falls Road. At mile 17.2 turn left into the lower parking lot, just before the bridge over the South Fork of the American River. A nominal fee is charged for parking. A clean outhouse, but no water, is available. The trailhead is located across the road, at the upper parking lot.



Notes on the trail: This is not a trail for beginning singletrackers! Although portions of the trail are smooth, most of it is rocky and requires intermediate technical skills. It can get quite hot here in the summer! If you choose to ride then, you had better get out early in the morning or wait until early in the evening. But summer is a busy time on the lake, and lots of boats will be cruising by. Rattlesnakes can also be abundant in the summer. Fall is a perfect time to ride. Winter can also be quite nice -- between storms. I researched this ride on December 24, and the weather was perfect! Bright red toyon berries can also be seen in late fall and winter. Since the trail is hard-packed sand, only a few days are needed for the trail to dry out after a storm. Spring brings high water in the reservoir, green grasses, and wildflowers, but also ticks and poison oak. Even though you do not have to worry about encountering horses or motorcycles on this trail, you do have to be concerned about meeting other mountain bikers and hikers. Please stop and get off your bike when meeting hikers, yield right-of-way to uphill mountain bikers, and use caution when passing other mountain bikers. One more note: Don't expect to see a waterfall on this ride!

0.0 The trailhead is not presently signed, but is marked with a picture of a bicycle. Ignore the heavily eroded trail coming down from above.

0.1 The real trail is the lower one.

0.1+ You then encounter a steep, loose, and rocky climb that is probably better walked than ridden. Below you is Folsom Lake (reservoir). You are riding through chaparral, almost exclusively chamise, with small needle-like leaves and small white flowers in spring. This is a favorite forage plant for deer!

0.8 The trail swings inland through a shady live oak forest.

- 1.0 The singletrack joins an old paved road and traverses along the high water mark. In late spring and early summer water will be lapping at the trail. In late summer, fall, and winter, grasses will be growing on the exposed reservoir bottom. When I rode this in late December, large flocks of geese were feeding in the grasses.
- 1.5 The dirt road becomes a singletrack again.
- 1.8 The trees form an arch over the trail. There is some evidence of mountain bikers riding up on the side of the trail. This widens the trail; Please do not do it.
- 2.3 There is some poison oak along the edge of the trail, but as long as you are riding in the middle, you will not hit it.
- 2.8 As you approach the fence there appears to be a fork in the trail. Take the more heavily traveled left fork.
- 3.1 You find yourself on top of a knoll. The lake is spreading out more.
- 3.3 Take the left (lower) fork. Some people have been riding around obstacles. Please do not do this, as it widens the trail. Either ride or walk over the obstacles.
- 3.9 Take the more traveled trail to the right. Keep your weight back on the steep downhill so that your rear wheel does not slide. The sandy soil is easily erodable.
- 4.4 Pop out onto an old dirt road, turn left, cross the creek, and jump back onto the singletrack.
- 5.1 Ignore the trail heading up the hill, to your right.
- 5.2 You are approaching several tricky places; keep your weight back!
- 6.2 A small trail heads left about 100 feet to a small peninsula overlooking the reservoir. This is a perfect place for lunch or a break -- under the shade of a digger pine. This is also a good destination, if you don't want to continue.
- 7.5 You hit a low spot and begin to climb on a singletrack that looks like it was built on an old dirt road.
- 7.8 The singletrack dumps you out onto a dirt road. Unfortunately, this is the end of the singletrack. For some reason, the trip back to the car seemed shorter and easier than the trip to this point, so turn around and enjoy it (but watch carefully for other trail users)!
- 15.6 Back at the car.

## **Sweetwater Trail**

5.4 mi., 600 ft., lo = 450 ft., hi = 575 ft.

NOTE: Right on the opposite (south?) side of the bridge as Salmon Falls.

Notes on the trail: I was surprised to find such a wonderfully built trail tucked away at the far end of the parking lot! It is narrow and hard-packed; contains dips and turns; traverses through dense forests, chaparral, and grassland; and provides many good views of Folsom Lake (reservoir). Even though this trail is short, it is highly enjoyable. Please realize, though, that this is a multi-purpose trail, and therefore is frequented by hikers and equestrians as well as mountain bikers. This is another of several wonderful trails built by FATRAC (Folsom-Auburn Trail Riders Action Coalition) and the State Park system. Please show respect for the trail and for the trail builders by riding or carrying your bikes over obstacles rather than riding around them so that you do not widen the trail, and by preventing your rear wheel from sliding by keeping your weight back so that you do not erode the trail. The trail surface is composed of fine soils that tend to retain water. Please allow at least one week after a major storm to allow the trail to dry out before using it. Please show respect for other trail users by stopping and pulling off the trail whenever you meet them. Even though I gave this trail the same technical rating as the Darrington/Salmon Falls Trail, it is not as rocky, although it is much more narrow.

0.0 Start riding in a dense and shady forest, and cross a fern-lined creek.

0.7 This is the most technical part of the ride. If your technical skills are not well developed, you may wish to walk your bike through this section.

1.0 The trail traverses onto a west-facing slope and tunnels through tall chaparral.

1.1 Hang a right at the fork.

2.4 Ignore the primitive trail coming in from the left and bear right.

2.5 Notice the rare bunch grasses growing along the trail. These were once abundant in California before sheep and cattle were brought in...

2.6 This region stays wet and muddy for a long time after a major storm. Please walk your bikes around the mud.

2.7 The singletrack hits a dirt road. That's all there is folks! Turn around and enjoy the trail in the other direction.

5.4 Back at the car.

## Other

### Elliot's Crossing (Rubicon River)

20 mi o/b, 2000 ft. vertical, but probably far

From Sacramento: Take Interstate 80 North towards Auburn. Follow the signs to highway 49 South. You will twist through town, and its easy to miss a turn, so pay close attention to the signs. At the edge (literally) of town, 49 drops into the American River Valley. Its kinda cool, one second you are in the middle of this town, and the next you're falling off the edge of the earth on a really steep curvy road. Its a couple of fun miles past Auburn to the bottom of the canyon. This is called the "confluence". Turn right at the intersection at the bottom of the canyon to stay on highway 49 (you're heading towards Cool and Georgetown). Take 49 back out of the canyon. At the stop sign in Cool, turn left on 193 towards Georgetown. Take 193 to Georgetown and turn left on Wentworth Springs road. Note that Wentworth Springs is labeled as Main Street at the intersection of 193, but it turns into Wentworth Springs. You may be tempted to take Wentworth Springs from highway 50, but it is a dirt road and I'm not sure if its maintained. Anyway, head East on Wentworth Springs for about 25 miles. You will pass a cool reservoir on the way, stop and take a driving break! Turn left just before the road turns to gravel. The turn is about 1 mile before "Uncle Tom's Cabin". There is a sign pointing you towards the Rubicon River (I think). Take this road 5 or 6 miles until you cross the big bridge across the Rubicon River. Park on the far side of the bridge in the dirt. There is fire road on the right side of the paved road on the far side of the bridge ( on the North West side of the bridge). The trail starts on the left side of the fire road a few hundred yards down the road.

#### The Ride

Watch out, this trail is not heavily used and can be treacherous! I have a feeling that it washes out pretty often, so be cautious about those blind corners. This is not the trail to ride alone, there is rarely anyone on the trail!

#### Critical Turns:

Well, there aren't really any intersections, but the trail gets really difficult to follow in a few spots. Keep your eyes open!

#### The Trail

The trail parallels the Rubicon River to Hell Hole Reservoir. I haven't been all the way to Hell Hole because the trail gets basically unridable at the end. There might be some good riding at the end, but I decided it wasn't worth a lot of walking. There are a lot of spots in the trail that you will have to do some creative bike carrying to get the old velocipede across washed out areas of the trail. One thing I really enjoyed about the trail was the variety. There was plenty of sweet smelling pine forest, a lot of heavy deciduous forest and some small exposed grassy planes. The single track is equally diverse. There are some really hard climbs, but nothing impossible. There is smooth fast single track, and there's also a lot of really rocky technical stuff. Most people will walk several parts of the trail 'cause its just too hard.

But the best part is the river. The Rubicon River is beautiful. It is lined with huge brilliant white boulders that can be blinding if the sun strikes them right. The river is a really clear, which brings out the white rocks. There are some great opportunities for beautiful swimming holes, but its cold!

## Stevens Trail

Near Colfax – good for the way back

[http://www.microweb.com/roqm/mountain\\_biking\\_CA.htm#Ride%2044](http://www.microweb.com/roqm/mountain_biking_CA.htm#Ride%2044)

7.6 mi o/b, 1550 ft. vertical, lo. 1275 ft., hi. 2400 ft.

**Access:** On Interstate Freeway 80, 14 miles east of Auburn, take the Colfax/Grass Valley/Rollins Lake exit and turn left. Drive 0.1 miles, and bear right onto North Canyon Way. (Do not cross over the freeway.) Drive another 0.6 miles to the signed parking area for Stevens Trail. (You will be paralleling the freeway, and will pass by a cemetery) Please park only within the parking area or along the paved road on the side marked for overflow parking.

**Notes on the trail:** This trail is really narrow and really exposed! You must have well developed skills that will allow you to ride such a narrow and exposed singletrack without endangering yourself or other trail-users. In particular, you need to be able to instinctively move your weight toward the cliff edge whenever your bike is getting too close to it. If you try to move your weight away from the cliff edge your bike will probably turn toward the cliff and might run right off of it! You also need to be able to ride over rocks without getting thrown off the trail: There is little room for error on this ride! There are a number of class 4 maneuvers which caused me to get off and walk my bike, but each was very short, allowing me to ride perhaps 90% of it on the way down and 80% of it on the way back up. I have rated the first section at 2/3, meaning that it is mostly class 2, but alternates with class 3 sections; and the second section at 3/4, meaning that it is mostly class 3, but alternates with class 4 sections. The views of the river below are constant and impressive, but I suggest that you stop riding when looking at the scenery! I doubt if you will be able to both ride safely down this trail and avoid hitting poison oak. It is best to forget about the poison oak and concentrate on staying on the trail, and wash thoroughly when you reach the river, and again when you reach your car.

0.0 Start off by riding through a cool, moist valley filled with blackberry bushes, on a mostly smooth, wide singletrack.

0.7 An eroded and rocky chute leads up to a dirt road with a sign that instructs you to turn right. Climb up the dirt road to the top. If it is a hot day you may wish to take advantage of the shade at the top.

1.0 While you are enjoying the shade at the top of the hill, look ahead and see the singletrack taking off to the left, about 100 feet below you. It is marked by two white arrows on a brown metal post. This singletrack is narrow, steep, and rocky. Please control your speed and look ahead for other trail users. If you can't ride down it without sliding, please walk your bike down.

1.4 The majority of mountain bikers will have to get off and walk their bikes down this section and across the creekbed.

1.6 Be careful of the loose rocks as the trail traverses a scree slope. A cliff is beginning to develop on the right side.

1.7 Enjoy the first good view down into the river canyon. Get ready for a scary exposed section. If you find your bike moving too close to the edge, move your weight toward the edge and your bike will move away from it. Do not move your weight away from the edge or the bike will go over the cliff -- with you on it!

2.3 The trail now becomes less exposed and passes through a shady forest.

2.5 Begin another scary exposed section. The good news is that the trail levels out a little.

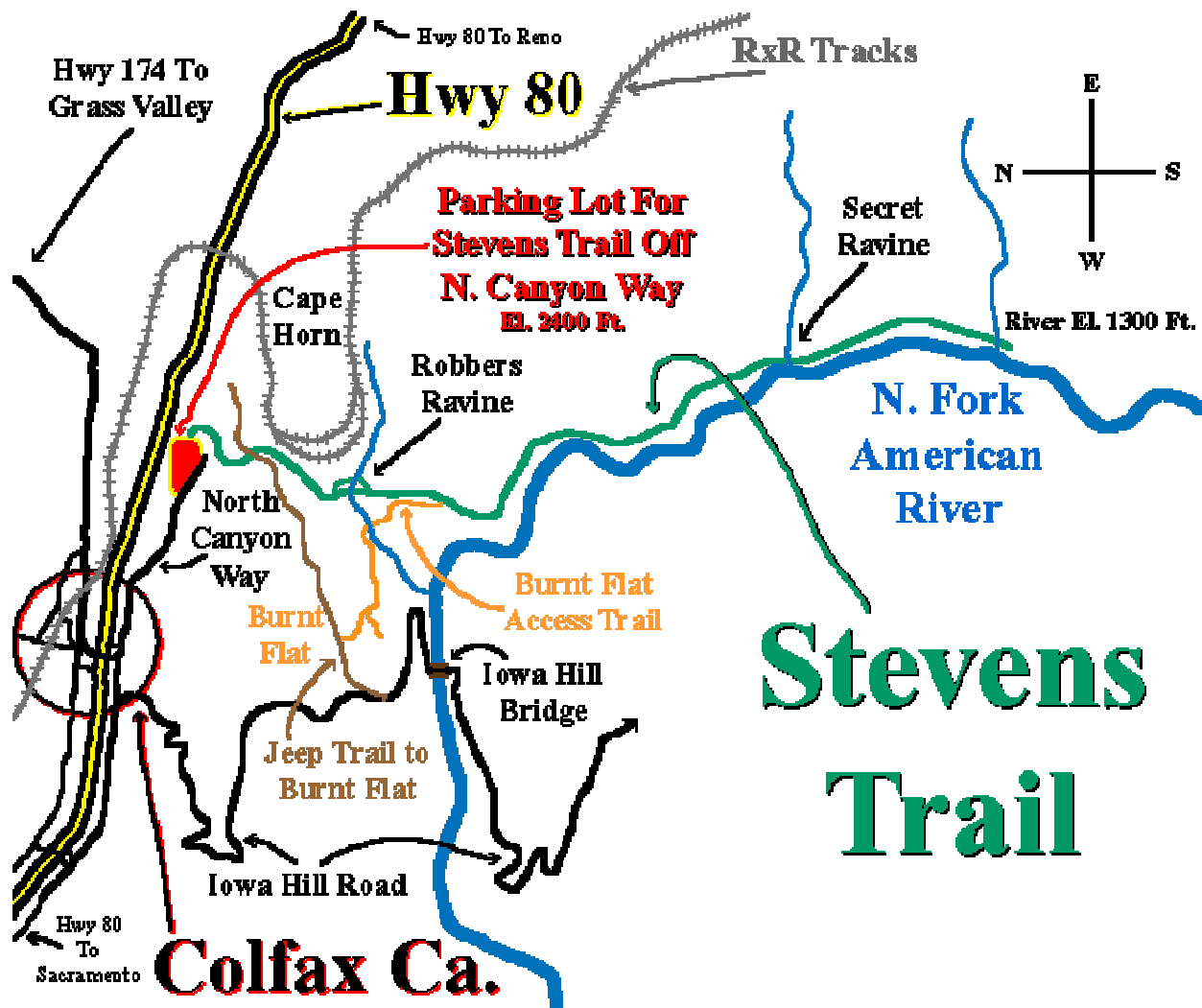
3.2 Ignore the trail that heads off to the right. In fact, ignore all trails that head off to the right from now on. They all head down to the river.

3.8 The trail suddenly drops down into a permanent stream. Stop either just before or just after the stream. This is where the Stevens Trail meets the North Fork of the American River. There are several good places to enjoy the river, both upstream and downstream from here. If it is a hot day, I advise getting as cool as you can before heading back up!

6.3 You have just pushed your bike up a steep chute. You are faced with a choice: a gentle dirt road straight ahead, or a steep uphill singletrack to your right. Take the steep uphill singletrack, of course! (Its funny how much steeper a trail becomes when you ride it uphill...) While you are gasping for air notice the huge grape vines growing into the manzanitas. It is unusual to find them growing together.

6.6 Hit the dirt road, turn right and ride up for 100 feet, enjoy the shade at the top, then glide down to the awaiting singletrack.

6.8 Hang a left onto the singletrack and head for the car.



# Stevens Trail

**Colfax Ca.**

# North Bay

## Solano Co.

**Rockville Hills** (have full map in JPG)

Directions: From Vallejo, head East on Highway 80 and go over the hills toward Fairfield. Take the Suisan Valley exit. Turn left and go over the highway, heading north. After less than 1.6 miles, turn left on Rockville Road. Go about a mile and turn into the parking area on the left for Rockville Hills Regional Park.

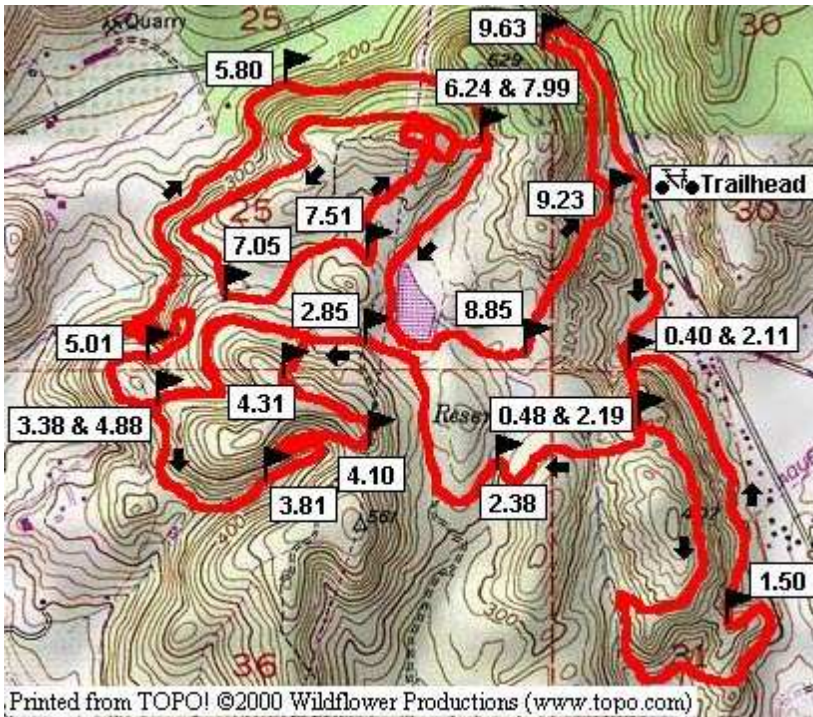
### Mystic Loop

Description: This is a fun, technical ride. The hardest part is on Upper Tilley Trail starting at Mile 0.48. After that trail, all other trails are technical, but nearly as much. There is not very much steep, extended climbing, as the park is relatively small and there aren't any tall mountains. There are so many trails going this way and that that it is very easy to get confused. The trails are rocky and rooty, making both climbing and descending treacherous. If you are looking for technical in Solano County, this is the place.

Distance: 10.11 Miles Elevation Gain/Loss: 1900 Feet

Difficulty: Moderate Technicality: 9

Riding Time: 1¼ - 1½ Hours Season: Year Round



Loop from Norcal Singletrack Guide

Distance: 7.9 miles. Time: 2 hours.

Elevation gain: About 1550 feet. Lo = 100 feet; hi = 550 feet.

Tread: Paved, gravelled, rocky, smooth, loose, hard-packed, rutted, roots (a little bit of everything!).

Maximum aerobic level: Strenuous. Total effort: Moderate.

Technical difficulty: 1-4 (mostly 3).



Highlights: Technical singletracks, wildflowers in spring, oak woodlands. No motorized vehicles are allowed.

Maps: USGS Fairfield North. (A free topographic map is available at the trailhead.)

Access: From Interstate Highway 80, take the Suisun Valley Road exit and head north. After passing Solano Community College, turn left on Rockville Road. Go about 0.7 miles and you are there! No water or bathrooms are available at the parking lot.

Notes on the trail: I have conflicting feelings about listing this "jewel". I have a feeling that lots of people use this park in the late afternoons and evenings, and on weekends. (It is close to a community college and to an urban area.) Therefore I hate to bring more people to it, but it contains such nice technical singletracks that I want to tell you about it! I do ask that you try to ride during the week. I have ridden on several occasions during the week and rarely find any other trail users. I also ask that you treat the trails gently by preventing your rear wheel from sliding (keep your weight back or walk your bike down steep sections), by not riding on them when they are wet, and by riding or walking your bike over water bars, not around them. I also ask that you ride in such a way that other trail users do not perceive you as a threat, and that you yield right-of-way to them by getting off the trail before they feel compelled to do so. The park includes oak woodlands, grasslands, chaparral, and abundant wildflowers in March and April. The trails are built on rock and hard-packed sand. Rock gardens provide technical challenges seldom encountered in the Bay Area. A free topographic map is available at the entrance, but it does not include all the trails within the park. I suspect that many of the trails are not official. Therefore I have chosen a ride that only includes trails that are shown on the map. I have tried to show the non-official trails when possible to help orient you. The trails are not signed within the park -- only on the map. With so many trails and no signs, it is a real challenge to do this ride. You need to keep a good sense of direction and to remember where you have been. It would be easy to spend a few hours going around in circles... The Upper Lake is a good and recurring landmark. Fortunately the park is small enough that the worse thing that could happen would be that you would arrive at another entrance. (There are three.) Although lots of poison oak occurs within the park, you will probably not encounter it as long as you stay on the trail. Check yourself for ticks after the ride.

0.0 Begin by riding up the dirt road, while ignoring the singletracks that take off on the right and left.

0.4 Intersection with paved road. Turn left. (To your right is Lower Lake, which might or might not have water in it, depending on the season.)

0.4+ Take the first singletrack on your left, about 100 feet from the last intersection.

0.5 Take the second singletrack on your left.

0.6 Remember this spot, as you will be returning here at mile 1.8+ and will be taking the eroded trail up to the right. But for now, pass through the gate and take the eroded trail down.

0.6+ Ignore the singletracks coming in from both sides and blow straight through the intersection.

0.7 Ignore the trail that sweeps down to the right.

0.9 Crest the hill. Ignore the trail that comes down from the right and bear left.

1.0 Another fork. Bear left again.

1.1 A view of Solano Community College is below you. Begin a short rocky class 4 section. If you cannot ride it without sliding, please walk your bike for the next 0.1 miles. If you decide to ride it, keep your weight far back and get off the front brake whenever a rock threatens to bring you to a stop.

1.2 Trails take off in every direction. The trail to the far left loses a lot of altitude, so I chose to take the trail to the far right. Warning: A class 4 right-hand turn is approaching. Look out for the 3 Rs: Roots, Rocks, and Ruts!

1.3 Ride along a fence, but be careful, as it is topped with barbed wire, and the trail is fairly narrow and technical and very close to the fence. I would be easy to catch a pedal and land right on top of the barbed wire...

1.4 The trail pulls away from the fence and climbs gently uphill along a seasonal creek that is inhabited by lizards and chubby meadow mice in the middle of summer.

1.6 Ignore the trail that comes down from the right and head straight.

1.8 Major intersection: Turn left.

1.8+ You are back at the gate that you passed through at mile 0.6. You have just finished the Tilley Trails Loop. Pass through it again and bear left up the eroded trail and across the small bridge.

1.9 You are back on the paved road. Turn left.

- 2.0 The pavement stops, the trail forks, and a herd of deer runs by. Take the trail to the right and pass over the wooden bridge.
- 2.1 Ignore the small singletrack taking off to the left and continue on to the intersection with the wide singletrack. Turn left.
- 2.2 The wide singletrack swings right.
- 2.5 Turn left onto the dirt road and begin to ride around Upper Lake.
- 2.5+ At the sign post for Green Valley, turn right onto another dirt road to continue around the lake.
- 2.5++ Blow through this intersection and continue straight on the dirt road.
- 2.5+++ Take the right fork to continue around the lake. Ignore the many singletracks that take off and stay on the dirt road.
- 2.8 The dirt road narrows down to a singletrack and crosses under some high voltage lines.
- 2.9 Confusing intersection: Head for the view rocks. Take a well-deserved rest and have a snack. Go back to the intersection when you are finished. Instead of turning left, under the high voltage lines, bear right and head down the rocky and bumpy singletrack. Hang on!
- 3.0 Ignore the singletracks that head off to the right. Do not head down a trail that loses a lot of altitude. You want to remain on top of the cliff.
- 3.2 You should be passing through a grove of manzanita shrubs and under high voltage lines at this point.
- 3.2+ Ignore the minor singletrack on the left and take the major singletrack on the right.
- 3.4 Ignore the small singletrack coming in from the left and continue on the gentle, smooth, rolling singletrack overlooking a residential area.
- 3.6 Look out for the low limb! (You are now riding on the "Unknown Trail", or at least it was...)
- 3.7 Two dirt roads come down from the left. One dirt road heads off to the right. You have now completed the Rock Garden Loop. Turn right. Singletracks come and go; just stay on the dirt road.
- 4.0 The dirt road turns into a singletrack at this intersection. Go straight through! (The steep and wide trail heading down to your right is the beginning of the Technical Trail. You will be taking this trail later...)
- 4.1 The trail coming down from the left is the Mystic Ridge Trail, which you will be taking later. Blow straight through this intersection.
- 4.1+ Take the left fork and travel down the narrow singletrack.
- 4.1++ Take the left fork up.
- 4.4 Cross the small bridge and turn right onto the Black Oak Trail.
- 4.4+ Take the left fork and ride up.
- 4.5 Pass through the gate.
- 5.0 This is mostly a hard-packed, class 2 surface. Don't let your speed exceed your visibility! This section of trail is not only fast, but it is also close to a residential area and another entrance into the park. Cross under high voltage lines and meet a trail coming up from the right. Turn left onto this trail. The bad news is that you are climbing on a south-facing slope with no shade. The good news is that this slope is filled with wildflowers during March and April. The bad news is that it is probably not March or April...
- 5.2 Ignore the singletrack coming in from the left.
- 5.5 Top of ridge. Ignore the singletrack going over to the powerline tower. Continue straight.
- 5.6 Carry your bike through the gate. Do not turn left onto the Mystic Valley Trail. Instead, continue straight for another 100 feet to the powerline tower. Do not turn left onto the steep and eroded singletrack. Instead, turn left a few feet beyond this trail and beside the powerline tower. This is the Mystic Ridge Trail. Views of Upper Lake soon appear.
- 5.7 Arrive at the top of the ridge and bear right to continue on the Mystic Ridge Trail. Enjoy the open views from the top of the ridge.
- 5.8 Ignore the small singletrack taking off on the right.
- 5.9 Bear right at the fork.
- 6.1 If you can't ride this downhill section without sliding, please get off your bike and walk it down. Otherwise keep your weight back and use your front brake whenever the surface is stable and you are not turning. Turn right onto the wide singletrack. (You were here at mile 4.0.)
- 6.2 Another major intersection that you have been at before. Notice the wide singletrack heading left and down and then turning right. Take it, but get ready to get off, because it soon leads to a class 4 chute that only the best riders will be able to ride without chewing up the trail. You are entering the Technical Trail that skirts around the northwest periphery of the park.
- 6.3 Two singletracks enter from the left. Take the one to the right. The Technical Trail is basically a class 3 trail, although there are a number of short class 4 sections.
- 6.5 Ignore the singletrack taking off to the left.
- 6.5+ Ride along the fence until you come to a fork. Then take the right fork, away from the fence.
- 6.7 Ignore the singletrack taking off to your right and get ready to ride steeply down. Get your butt back!
- 6.7+ Take the left fork heading down.
- 6.8 Ride along the fence with a "Beware Of Dog" sign.
- 6.9 Ride along a modern barbed wire fence.
- 7.1 Ride up to the weird rock formation and down steeply and back up to a hidden continuation of the Technical Trail behind the manzanita shrubs.
- 7.2 Take the left fork.
- 7.2+ Take the left fork.
- 7.3 You are now at the North Entrance. Take the paved road to the right and head uphill, passing several singletracks that head left.

7.4 Take the old paved road to the left. Swoop down until you "hit" a barbed wire and rock fence. Turn right and ride along the fence. Ignore the singletracks coming down from the right.

7.5 You are passing through an old rock quarry on a slickrock surface. Watch out for other trail users as you ride back to your car on the smooth and fast singletrack.

7.9 Back at the car!

## Sonoma Co.

**Annadel State Park** (print map <http://www.sonic.net/kflood/bike/annadel/annadel.html>)

Directions: In Santa Rosa, from Highway 101, take Highway 12. When the freeway section ends (about 2 miles), turn left at the light onto Farmers Lane (this is still Hwy 12). Go about 1 miles and turn right on Fourth (this is also still Hwy 12). Go 3.4 miles and turn right onto Los Alamos Rd. Comes to a T. Turn right on Melita towards Annadel State Park and Spring Lake Park. Go ½ mile and turn left on Channel Drive. The parking area will be about ½ mile on the left.

Full park loop <http://mtb.live.com/rides/Annadel.html>

Distance: 24 mi, 90% st.

Start on Channel Drive next to the flood control channel where vehicles are parked in the dirt are next to the road. Across from the parking area is the start of the new Cobblestone Trail and head up...up...and up. The trail winds through oak woodlands and grassy meadows. At the intersection of Cobblestone & Orchard Trail, stay left and take Orchard. Once you get through the technical rocky section 100 yards up, stay left on Orchard and enjoy the semi-downhill cruise through the forest. Follow Orchard to Rough Go and turn left. Stay on Rough Go to Lake Illsanjo and cross the dam.

Turn right onto Canyon and follow Canyon Trail to Marsh Trail. Turn left on Marsh which will be single track. Climb up to the intersection of Marsh and Steve's "S" Trail.

Turn right onto Steve's and keep climbing. This will take you to the new Ridge Trail single track for a down hill roller coaster through meadows and forest. Ridge will spit you out onto the backside of Ledson Marsh. Turn left on the fire road and follow it around the marsh. You know you are going the right way when you cross the new bridge over the over flow creek. Stay left as you go around the marsh, you will pass Lawndale Trail before heading up a short climb that leads to the "Outhouse".

The "Outhouse" marks the intersection of Two Quarry & Marsh. Turn left which keeps you on Marsh and back onto single track. This section of trail winds up a short moderate hill before easing off and following the land contour on the West side of Buick Meadow. This section will deposit you at the foot of Buick Meadow . This is the intersection of Marsh Trail and S. Burma Trail. Turn right onto S. Burma and climb the switch back up to the high point. Head on down the front side of S. Burma, once you reach the intersection of Richardson's Trail, turn right and continue up the short rise. Once over the rise look for N. Burma trail entrance on your left. Take N. Burma down. There will be a short climb before N. Burma drops down to Channel Trail at Channel Drive. Turn Left onto Channel Trial for the last 1/4 mile of single track before you exit onto Channel Drive at the ranger station and park entrance. Follow Channel Drive back to where you started, about 1/3 of a mile.

Cobblestone Loop <http://www.mtbca.com/annadel.html>

Description: This is some of the best singletrack riding in the Bay Area. This singletrack is highly technical because of the rocks that are imbedded in the trail. Combine this with plenty of trees and some steep climbing, this is a ride that you will never forget. If you love technical singletrack, don't miss out on this one. This ride uses a lot of the same trails as Two Quarries Loop, but has more singletrack.

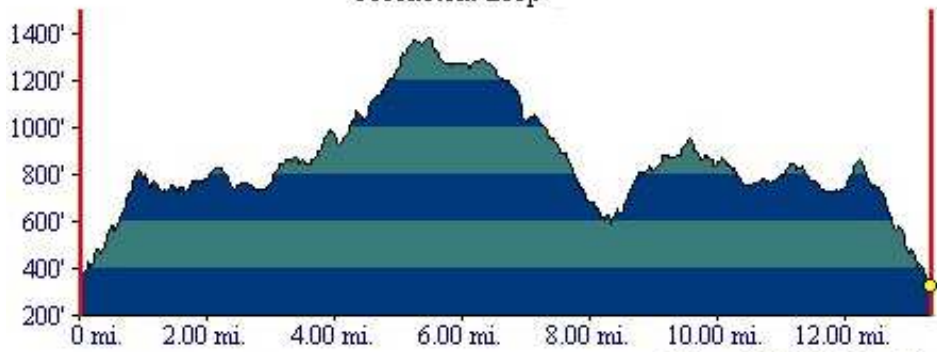
Distance: 15.51 Miles Elevation Gain/Loss: 1900 Feet

Difficulty: Moderate Technicality: 8 Riding Time: 1¾ - 2¼ Hours

Season: Year Round



Cobblestone Loop



Gain: +1897' -1899' = -2'

## Napa Co.

### Skyline Wilderness Park (also check the PDF and GIF map)

#### Lake Marie Double Loop

Directions: From Highway 29 North heading into Napa, take the first exit for Napa called Imola Avenue and Highway 121. Turn right on Imola. Follow for 2.7 miles. Park appears on right. There is a 5 dollar fee for a vehicle with a bike. There is nowhere to park on Imola Avenue.

Description: The Lake Marie Double Loop ride is a tough ride technically, but not too strenuous. Most of the climbing is done on Lake Marie Road, which is a fireroad, and a little is done on the singletrack. The climb to the lake on the fireroad is the only time that you are on a fireroad, and it becomes a little bumpy. Some of the singletrack is not too technical, but watch out for rocks in the trail as you go flying down. Other pieces of singletrack are extremely technical and should not be attempted by a novice.

Distance: 11.13 Miles Elevation Gain/Loss: 2000 Feet  
Difficulty: Moderate Technicality: 7 Riding Time: 1½ - 2 Hours  
Season: Year Round



#### Loop from NorCal Singletrack guide

Distance: 7.4 mile loop. Time: 2 hours.  
Elevation gain: About 1600 feet. Lo = 200 feet; hi = 1000 feet.

Access: From the junction of Imola Avenue (State Highway 121) and Soscal Road (State Highway 29) in Napa, head east on Imola Avenue. (This junction is adjacent to Napa State Hospital.) Proceed 1.1 miles to 2201 Imola Avenue and turn right at the sign for "Skyline Park" and park. Flush toilets, water, campsites, and a shady picnic table are available here. The trailhead is near the large oak tree.

Notes on the trail: At the trailhead there is a sign that reads: "Warning: beware of rattlesnakes, wild pigs, poison oak, and ticks". (I suggest wearing long pants to avoid poison oak and thistles.) This ride also contains an abundance of narrow singletrack! The first portion involves a long climb to the top of a ridge, over a mixture of smooth and rocky singletrack. Intervening downhill sections contain challenging sharp turns. The descent from the ridge to the inlet of Marie Lake is steep. The Chaparral Trail on the far side of Marie Lake contains a very steep and rocky climb. The descent from Marie Lake is also very steep with sharp switchbacks, rock gardens, and roots. The last portion of the ride contains several challenging technical maneuvers down rocky chutes, followed by log water bars around corners that can become quite slippery in wet weather. Variety is the theme of this ride, both in terms of ecosystems, and in terms of terrain. The result is a feeling of having spent a wonderful few hours in nature and a feeling of accomplishment after having successfully "made" some of the technical challenges. No riding is allowed on the trails within five days of a major winter storm. Some sections stay wet and muddy for longer. For the sake of these primo singletracks, please do not ride on them when they are wet or muddy! Some of the descents are quite steep. Please walk your bike if you cannot ride them without sliding the rear wheel! Ride or walk your bike over water bars rather than around them. We rode here during the afternoon of one of the hottest days of the summer, and found a cool breeze coming off the bay. It was the middle of the week and there were only three cars in the parking lot. We saw no one on the trails. I suspect that weekends are busy here. Especially on weekends, watch carefully for other trail users. At all times, please take responsibility for not startling other trail users and yield right-of-way to them by getting off the trail before they feel compelled to do so.

0.0 Head along the fence to Skyline Park Social Center. At this point a small sign will direct you to the right, past the botanical garden. (I recommend a visit to the botanical garden either now or at the end of your ride.)

0.2 A tiny sign stating "To Trails" leads you to a fenced corridor between two small lakes, across a paved road, and to another fenced corridor.

0.4 Follow the sign for "Skyline Trail" by turning right.

0.5 Follow the sign for "Lower Skyline Trail" by turning left. This trail is a very narrow singletrack surrounded by grasses, wildflowers, and thistles. Prepare to climb!

0.8 Experience the view of Napa Valley and get ready for some more steep climbing. Look out for thistles in grassy areas followed by poison oak in forested areas.

1.2 Reach the top of the ridge.

1.5 Confusing junction! This is the end of Lower Skyline Trail. Take Bay Leaf Trail to the right for about 50 feet to another junction. This second junction is where Upper Skyline Trail comes up from the right and Skyline Trail takes off to the left. Turn left onto Skyline Trail. Notice the blue marker for "Bay Area Ridge Trail". You will be following these markers for a few miles until you pass the inlet creek to Marie Lake. Warning: You are approaching a short, tricky, rocky section. If you decide to ride it, keep your weight far back and let your bike find its way through it.

1.7 Continue straight at this junction to stay on the Skyline Trail. You should be riding along the top of a ridge, with a rock fence on your right.

2.0 Continue straight at this junction to stay on the Skyline Trail. Get ready to climb steeply again! Bright yellow mariposa/sego lilies are abundant along this trail in June.

2.3 This is a high point with views of Napa Valley. A steep downhill section with tight switchbacks is coming up...

2.4 Cross over Passini Road (eroded dirt) and continue steeply up on the Skyline Trail. If some of these uphill sections look tempting to ride downhill, just turn around and do it!

2.6 Confusing trail junction! The map provided at the entrance station is in error here and does not show this junction. The left (lower) fork leads to the Buckeye Trail, and bikes are not allowed on it. The Skyline Trail is the right (upper) fork. Start climbing! You soon travel alongside a barbed wire fence...

3.0 This is the highest point on this ride. The map shows a trail taking off at this point to an "overlook". I found it to be overgrown with grasses, and the view limited, but of Mount Tamalpais and the north bay area. Skyline Trail now drops down steeply through a series of tight switchbacks. Again, if you cannot ride without sliding your rear wheel, please get off and walk your bike.

3.1 Ignore the Buckeye Trail coming in from the left.

3.2 Do not head down to the Lake Marie Trail, but continue on the Skyline Trail.

3.3 Old House Site. Again, do not head down to the Lake Marie Trail, but continue on the shady and cool Skyline Trail perched on the side of a cliff with large ferns on your right and bay trees lining both sides.

3.4 Again, do not head down to the Lake Marie Trail, but continue on the Skyline Trail.

3.8 Cross the creek and proceed 100 feet to the junction with the Chaparral Trail and turn left. The Chaparral Trail becomes steep and rocky as you climb above Lake Marie and descends quickly over loose rocks and roots. Don't let your rear wheel slide on the downhills and turns!

4.4 Junction with Marie Creek Trail. Take the right fork.

4.5 Go straight ahead on Upper Marie Creek Trail and push your bike up through a steep rocky section. The rock garden beyond is quite rideable and fun! Ride down through a series of very steep and very sharp zigzags on loose rock through a dense forest. Please keep your rear tire from sliding!

4.9 Turn right onto the unsigned Marie Creek Trail and cross the creek twice.

5.4 Take the Manzanita/Toyon Trail by bearing right.

5.5 Bear right again to continue on the Manzanita Trail and enjoy the dense grove as you climb steeply. You will also encounter chamise with small white flowers and needle-like leaves, and yellow sticky monkey flowers. (Monkey flowers are especially interesting because their lip-shaped cream-colored stigmas will close in front of your eyes if you tickle them with a piece of grass...)

Warning: You will suddenly come upon a couple of technical sections on the Manzanita Trail on sharp downhill turns. If you get caught by surprise, push your butt behind the seat, relax, and let your bike find its way through. If you make the mistake of grabbing the brakes, you might end up on your head! If you cannot ride this section without sliding, please walk your bike down it.

6.1 Take the unsigned Manzanita Trail to the right. (The park map shows another trail taking off to Sugarloaf Mountain just prior to this point, but I have not been able to locate it...) Climb briefly up to, and pass through, a portal in a rock wall. This trail then zigzags down over rocks and through a series of turns with water bars made from small logs. Warning: These water bars are slippery, even in dry weather! At one of the turns an unsigned trail will descend from the left. Continue to the right on the Manzanita Trail and follow this trail all the way back to the parking lot.

7.4 Arrive back at the parking lot. I would wash off the poison oak, if I were you...

## Marin Co.

### China Camp SP

Description: This ride consists mostly of singletrack. The trails are well marked and easy to follow. This is a fairly popular place to ride and sometimes the trails are a little crowded on the weekend.

<http://www.mtbca.com/chinacamp-01.html>

Distance: 11.67 Miles Elevation Gain/Loss: 2000 Feet

Difficulty: Moderate Technicality: 5 Riding Time: 1¼ - 1½ Hours

Season: Year Round

NOTE: Even though the profile says 2600 feet, the map was very hard to draw. Basically, the ride climbs to the top with no downhill and then descends with very little uphill.

Directions: China Camp State Park is located on the southwest shore of San Pablo Bay, just three miles from downtown San Rafael in Marin County. The park is easily reached by way of Highway 101 and is just a thirty-minute drive from San Francisco by way of the Golden Gate Bridge. Take the San Pablo exit and travel east until you hit the bay. The best place to start the loop is at the Campground Entrance. You can park your car on San Pedro Road outside the Campground Entrance. There is plenty of parking space.





Another ride - PDF from a guide - almost the same as above

Another ride - from NorCal Singletrack guide - similar to that above, in reverse.

Distance: 11.2 mile loop. Time: 2 hours.

Elevation gain: About 1200 feet. Lo = 50 feet; hi = 600 feet.

Tread: Mostly smooth and hard-packed singletrack, with a few short rocky sections.

Maximum aerobic level: Moderate. Total effort: Moderate.

Technical difficulty: 2-3 (mostly 2).

Highlights: Pristine forests of live oak, madrone, bay laurel, and redwood, wildflowers in the spring, views of San Francisco Bay to the south and San Pablo Bay to the north, an historic site near the parking lot, miles of wonderful singletracks! No motorized vehicles are allowed on the singletracks.

Maps: USGS San Quentin (trails not shown). State park topographic maps that show the trails are available for a small fee at the Ranger Station.

Access: Approaching San Rafael on U.S. Highway 101, take the "North San Pedro Road" exit east. Follow North San Pedro Road east along the edge of San Pablo Bay for 5.5 miles until a sign for "China Camp Village" is encountered. Turn left into the upper parking lot and park. The trailhead is located across the road from the entrance to the upper parking lot.

Notes on the trail: Most of this ride is on wide, smooth, singletrack. A few sections are lightly to moderately technical. Long and legal singletracks are rare in Marin County, and these are sweet! They were built by the state park and by the Bicycle Trails Council Of Marin as multiple-use trails. This is a good ride for those people who feel confident in their mountain biking skills and wish to venture out onto singletracks for the first time. China Camp State Park receives heavy use on weekends from mountain bikers, hikers, and equestrians, but is quite empty on weekdays. The State Park has been very supportive of the multiple-use concept; please maintain the respect that has developed between mountain bikers and the State Park by riding responsibly. Do not allow your bike to startle other users by controlling your speed and by slowing down significantly when approaching blind corners. Always yield right-of-way to other trail users by getting off the trail before they feel compelled to do so. To prevent erosion, do not allow your rear tire to slide! If you cannot ride a section without sliding, please walk your bike through it. Do not allow your bike to slide in turns. Please ride or walk over water bars rather than around them. These trails are rideable for most of the year, but the lower portions become quite muddy for a few days following a heavy rain. Please avoid riding on wet or muddy trails, as it erodes them significantly! If you encounter mud, please walk your bike through it. Summer varies from cool, foggy, and windy one day, to hot, dry, and still the next. In general, summers at China Camp State Park are cooler than other inland areas but warmer and less foggy than coastal areas. My favorite season is springtime (April and May) because the hills are clothed in vivid green grasses and punctuated with wildflowers! A beautiful, forested walk-in campground is available (Back Ranch Meadows Walk-in Campground). This campground is less than four miles from civilization, but feels quite isolated.

Drinking water, bathrooms with flush toilets, and an outdoor, cold shower are available at the historic site near the parking lot. (The shower feels particularly good after the ride on a hot day!) The historic site celebrates the Chinese immigrants who came to California during the gold rush, but stayed on to form a fishing village at China Camp. A small store selling drinks and sandwiches is operated by a descendant of the immigrants who still operates a fishing business. One section of the ride is narrow and rocky and exposed in places, and steep enough to allow bikes to pick up a significant amount of speed. Blind corners are common. Use caution -- both for your safety and for the safety of others!

0.0 The trailhead sign reads: "Village Trail to Shoreline Trail, 0.1 miles". This singletrack switchbacks up the hill to meet the Shoreline Trail. Notice the cow parsnips on the way up and enjoy the two sharp turns.

0.1 Turn right onto the Shoreline Trail. Enjoy the views of San Pedro Bay to your right and the large yellow flowers of mule ears on your left.

0.4 Arrive at the ranger station. Water and maps are available. Look across the paved road and you will see the continuation of the Shoreline Trail. Get ready for two tight turns as the trail switchbacks up the hillside.

0.5 You will be returning to this trail junction toward the end of the ride. I prefer to ride this loop in the clockwise direction. In order to do this, make a sharp left turn onto the Peacock Gap Trail.

0.6 Bear right, onto the Oak Ridge Trail. The sign reads "To McNear's Fire Trail, 0.6 miles". Get ready for three more tight turns.

1.2 Cross the dirt road (McNear's Fire Trail) on the top of a ridge. The Oak Ridge Trail continues on the other side. You may want to stop shortly to enjoy the views of the Richmond/San Rafael Bridge, the Oakland Bay Bridge, the top of the Golden Gate Bridge, the city of San Francisco, and San Francisco Bay (This is a great place for a lunch break!). This is also a wonderfully narrow and smooth section of trail. Watch for deer, as they are quite abundant in this area.

1.7 Cross an old paved road (McNear's Fire Trail) and continue to climb slowly on Oak Ridge Trail through a dense forest on the other side of the ridge. Don't let the rubber water bar frighten you, as it will bend easily out of your way as you pass. Oak Ridge Trail will deadend onto Miwok Fire Trail.

1.9 Turn left on the Miwok Fire Trail and pedal and/or push steeply uphill for a few yards to the start of the Ridge Fire Trail. Turn right onto the Ridge Fire Trail. Watch for loose gravel on the short descent!

2.2 The sign reads: "Bayview Trail to Back Ranch Fire Trail, 1.2 miles". Bayview Trail is a wonderful, gentle climb through a thick forest of bay, live oak, and madrone trees. (The madrone trees have reddish, peeling bark.)

3.4 It is tempting to ride straight through this trail junction and continue on the singletrack, but this quickly becomes an eroded and steep dirt road (Back Ranch Fire Trail). Instead, turn left and climb up a short steep section of eroded dirt road to a continuation of the Bay View Trail.

3.5 You are situated next to a powerline tower, and the sign at the beginning of the singletrack reads: "Bayview Trail to Shoreline Trail, 2.4 miles". Before leaving, check out the view of San Pablo Bay to the north. From now on, many views of San Pablo Bay will be encountered; just be sure to come to a stop before enjoying the view! The next section of trail climbs steeply over loose rocks, reaches the "high point" of this ride, descends on a narrow and sometimes exposed singletrack, and traverses through a grove of coast redwoods. Be aware that there is an extremely blind corner at the end of the grove!

4.1 Take the right fork just after the wooden bridge to continue on the Bayview Trail. Watch out for the short but steep and rocky downhill section, and the sharp right hand turns after the wooden bridges. (If you have the time and energy, you might want to take the left fork to a view area and return. The left fork extends for about a quarter of a mile to a closed paved road. Head up the paved road for another quarter of a mile to arrive at an old NIKE missile site, and a view of the entire North Bay! Warning: This is a 500 foot climb!)

5.0 Take a sharp right turn to continue on the Bayview Trail. Several more sharp turns await you.

5.6 Turn right onto the Powerline Fire Trail for a few yards and then turn left onto a continuation of the Bayview Trail.

5.9 Make a sharp right turn onto the Shoreline Trail. The sign reads: "Shoreline Trail to Back Ranch Fire Trail, 0.7 miles". If you need water or if you want to bail out to the paved road, continue on the Bayview Trail for another one-quarter of a mile to its terminus.

6.7 Cross the Back Ranch Fire Trail and continue on the Shoreline Trail. This trail loops around the campground.

7.4 You have circled around the campground, and can look across the meadow and parking lot to see where you were at mile 5.9! Wasn't that a lot better than just biking across the parking lot?

7.6 Shoreline Trail contacts North San Pedro Road at this point. Continue on Shoreline Trail. The sign reads "Shoreline Trail to Miwok meadows, 0.8 miles".

7.9 The Bullethill Trail joins from the left. Continue on the Shoreline Trail along a small stream, through a dense live oak forest, over a small bridge, and to the parking lot for Miwok Meadows Group Day Use Area.

8.4 The sign near the rustic outhouses reads "Shoreline Trail to Miwok Fire Trail, 0.3 miles". Take this dirt road to the next intersection.

8.7 Do not take Miwok Fire Trail to your extreme right. To the left of you is a marsh -- a good place for bird watching! Take the Shoreline Trail to your right. The next two miles is one of my favorite sections of trail! It climbs and falls, winds back and forth, passes through open slopes with good views and through dense forests and over small bridges, and makes one feel good to be alive!

10.5 All too soon one arrives at the intersection where we began the clockwise loop. Bear left to the ranger station and continue on the Shoreline Trail.

11.1 Turn left to return to the trailhead. If you want more singletrack or if you were having so much fun that you missed this turnoff, the Shoreline Trail continues for another 0.6 miles to the State Park boundary. You may then return to this intersection or travel back to the parking lot on the paved road.

11.2 Trailtail! Now wasn't that worth the drive? Don't forget to visit the village if you have time. If it is a hot day, I suggest taking advantage of the cold drinks at the store and the cold shower near the bathrooms.

## Loma Alta OSP

Description: This is a nice workout ride that is all up and then down. Actually, the best part of the ride is the **two pieces of singletrack near the end**. The steep, short section, both down and then up, is hard, but a blast if you make it. And the through the trees across the gully near the end makes this short ride worthwhile. But be prepared for heat, as most of the ride, especially the climb, is out in the open.

<http://www.mtbca.com/lomaalta-01.html>

Distance: 5.82 Miles Elevation Gain/Loss: 1320 feet

Difficulty: Moderate Technicality: 6

Riding Time: ¾ - 1¼ Hours

Season: Year Round

Directions: From Highway 101, take Sir Francis Drake to Fairfax. Go past the 7-11, turn right on Glen Dr. Follow to end of road and park on side of road.

Mile 0.0 - Go around the wooden gate and start up the fireroad. The angle of ascent is pretty easy.

Mile 0.18 - Fireroad appears on the left. Continue straight. The angle of ascent increases.

Mile 0.56 - Go left at the Y around the two water towers. A steep hill appears behind the water towers.

Mile 0.70 - Lift bike over boards to the left of the wooden fence. Continue climbing.

Mile 1.50 - The angle of ascent decreases and the climbing becomes a little easier.

Mile 1.90 - Fireroad appears on the left. Continue straight towards the peak.

Mile 2.40 - A fence blocks the road. This is private property. Loma Alta Peak appears on the left. Turn around.

Mile 2.41 - Turn right on the singletrack.

Mile 2.43 - Highest point. This is a nice place for a break with a wonderful view. Head back down singletrack.

Mile 2.45 - Turn right on fireroad. The downhill begins.

Mile 2.93 - Turn right on fireroad. Steep downhill to follow.

Mile 3.69 - Go around wooden gate. Turn left on fireroad. Mostly flat now.

Mile 4.05 - Old fireroad appears on right. Continue straight into the dip. At the bottom of the dip is a waterfall in the winter.

Mile 4.21 - Fireroad turns into singletrack.

Mile 4.35 - Beginning of the technical, steep descent and ascent. Granny gear required for this one.

Mile 4.55 - Turn left on fireroad.

Mile 4.96 - Fireroad appears on the right. Continue straight. A turkey vulture was drinking from a spring on the road. Startled him. Cool!

Mile 5.08 - Fireroad turns into a wide singletrack. The trail becomes a little more fun now.

Mile 5.30 - Hop over the tree across the trail.

Mile 5.48 - Turn right on singletrack past the fence.

Mile 5.54 - Stay to the right, thread the trees and ride down and out of the gully.

Mile 5.56 - Fireroad goes off to left. Stay to the right, thread the trees and ride down and out of the gully.

Mile 5.60 - Turn right on fireroad.

Mile 5.61 - At the T, turn right on the fireroad.

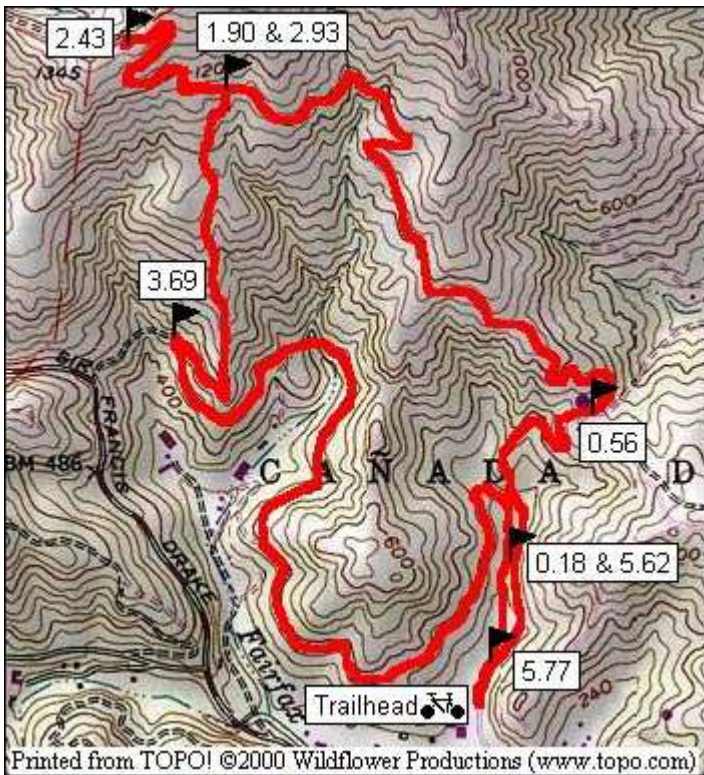
Mile 5.62 - Turn right on the singletrack.

Mile 5.77 - At the Y, turn left on the singletrack and climb the steep trail to the fireroad.

Mile 5.78 - Turn right on fireroad.

Mile 5.82 - End of ride.

Comment: I do enjoy this short little ride. It takes me about 50 minutes. The climb is not too steep, except for a few sections after the water towers...but they don't last long. My favorite parts are the three pieces of singletrack, as they wind their way through the trees. Actually, I really like the steep section, as it is always a challenge to make it out of there without having to hop off. I believe that I am 2 for 4. Tough stuff.



## Samuel P. Taylor SP

Lagunitas, Ca. (west of Fairfax - close to Stinson Beach)

Barnabe Peak Loop, <http://www.mtbca.com/samuelptaylor-01.html>

Description: This is a 7½-mile ride that travels on fireroads, singletrack and paved roads. The climb up a steep mountain and then descends steeply back to the bottom. The brunt of the time is climbing, and it isn't any easy climb. The downhill is fast and furious. **The couple do pieces of singletrack are short and not long enough.**

Distance: 7.55 Miles  
 Elevation Gain/Loss: 1400 Feet  
 Difficulty: Strenuous  
 Technicality: 4  
 Riding Time: 1 - 1½ Hours

Season: Year Round

Directions: From Highway 101, head west on Sir Francis Drake for about 13 miles to Forrest Knolls. Continue through town and you will soon enter the park. In another mile or so, the park entrance appears on the left. Day parking is \$5. There is some parking right outside the entrance on Sir Francis Drake on the side of the road. There is only room for about 5 vehicles there. There is other parking along Sir Francis Drake.

# East Bay

## Joaquin Miller Park

<http://www.mtbca.com/joaquinmiller-01.html>

### Big Trees Loop

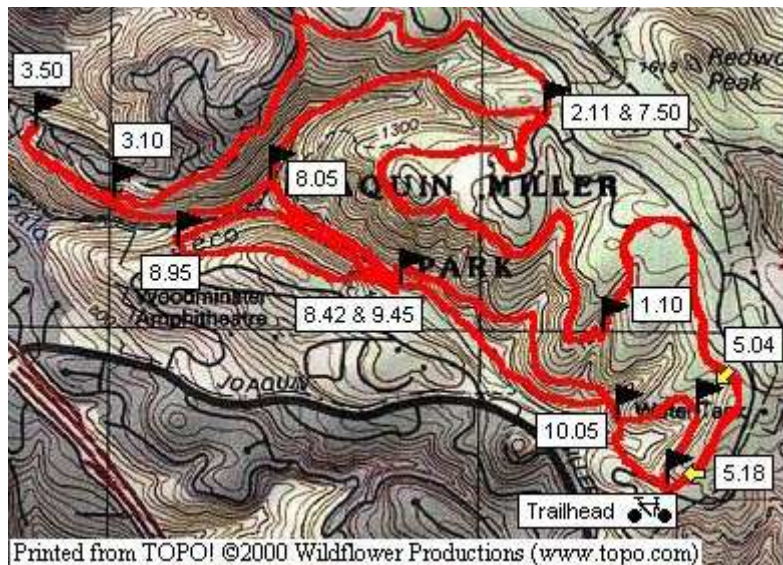
Description: Big Trees Loop is a double loop around and through Joaquin Miller Park. A majority of the riding is done on wonderful singletrack and the rest on really nice fireroads. The scenery is absolutely wonderful, if you like dark, forested trails. There are quite a few people here, so if you don't want people on the trail, this is not the right place for you. But if you want an exquisite ride that is not too hard, except for a few hills, this is the best place in the East Bay to ride. There is talk of banning bicyclist here at this park, so...please, obey all the rules. I would hate to loose this park to hikers only.

Distance: 10.22 Miles Elevation Gain/Loss: 1800 Feet

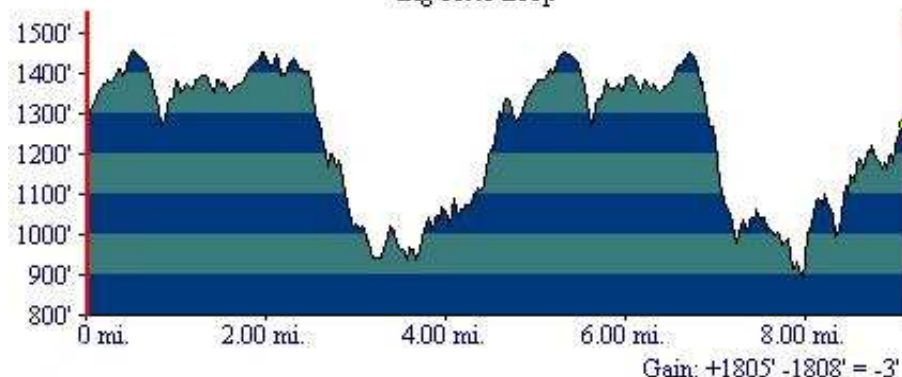
Difficulty: Moderate Technicality: 7 Riding Time: 1¼ - 1¾ Hours

Season: April to November (non-rainy season)

Directions: From Oakland, take Highway 580 to Highway 24 East toward Walnut Creek. Then take Highway 13 South. After 3 miles, take the Joaquin Miller Exit. Turn left at the stop sign. At the second stop sign, turn left of Joaquin Miller Road. Drive up the hill. Halfway up the hill, turn left on Sanborn if you want to pick up a free map at the ranger station. If not, keep going up the hill and turn left on Skyline. Park about ½ mile on Skyline along the side of the road at Sequoia Point.



Big Trees Loop



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## Redwood Regional Park - fireroads

<http://www.mtbca.com/redwood.html>

Description: Ridge Loop circumnavigates the perimeter of Redwood Regional Park. The entire ride is on fireroads that are frequented by hikers, dog-walkers, cyclists and equestrians. There is only one tough climb up Canyon Trail toward East Ridge Trail. Most of the ride travels along both the east and east ridges of the park. Technically, this ride is not difficult and could be ridden by by most mountain bikers who can always push their bikes up the big hill, which is less than half a mile in length.

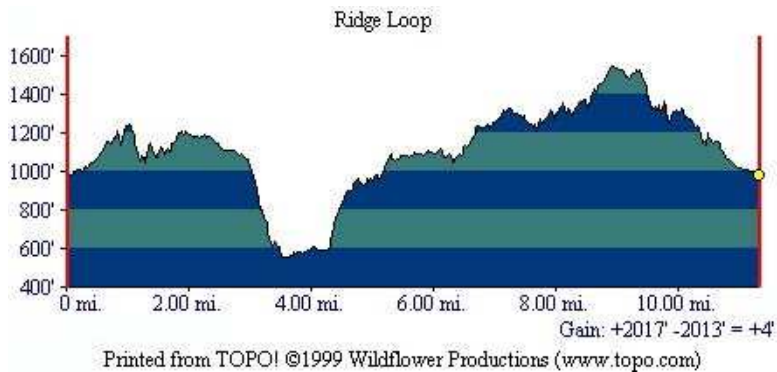
Distance: 12.59 Miles Elevation Gain/Loss: 2000 Feet

Difficulty: Moderate / Strenuous (1 hill) Technicality: 4

Riding Time: 1¼ - 1¾ Hours Season: Year Round

Directions: From Oakland, take Highway 24 toward Walnut Creek. Take Highway 13 South toward Hayward. After 4 miles, take the Redwood St. exit, turn left and drive over the overpass. Continue on Redwood St. to the top of the large hill. Cross Skyline and park anywhere on the side of the street. The trailhead is about 100 feet down Redwood St. from Skyline. The Trailhead is at the top of the badly paved road directly before the equestrian center please walk you bikes as to not scare the horses).





### Shell Ridge open space - fireroads

<http://www.mtbca.com/shellridge-01.html>

Description: Costanoan Loop is a ride all on fireroads in the open hills. There is very little shade here, so I would not recommend riding here in the Summer during the heat of the day. Some of the ride does go through open grazing land, so cows and cow pies are on the trail. In the winter, the fireroad can be pretty bumpy due to cows tearing up the trail on a muddy day. This is a fairly non-technical ride that goes up and down a lot as you ride over and around the hills.

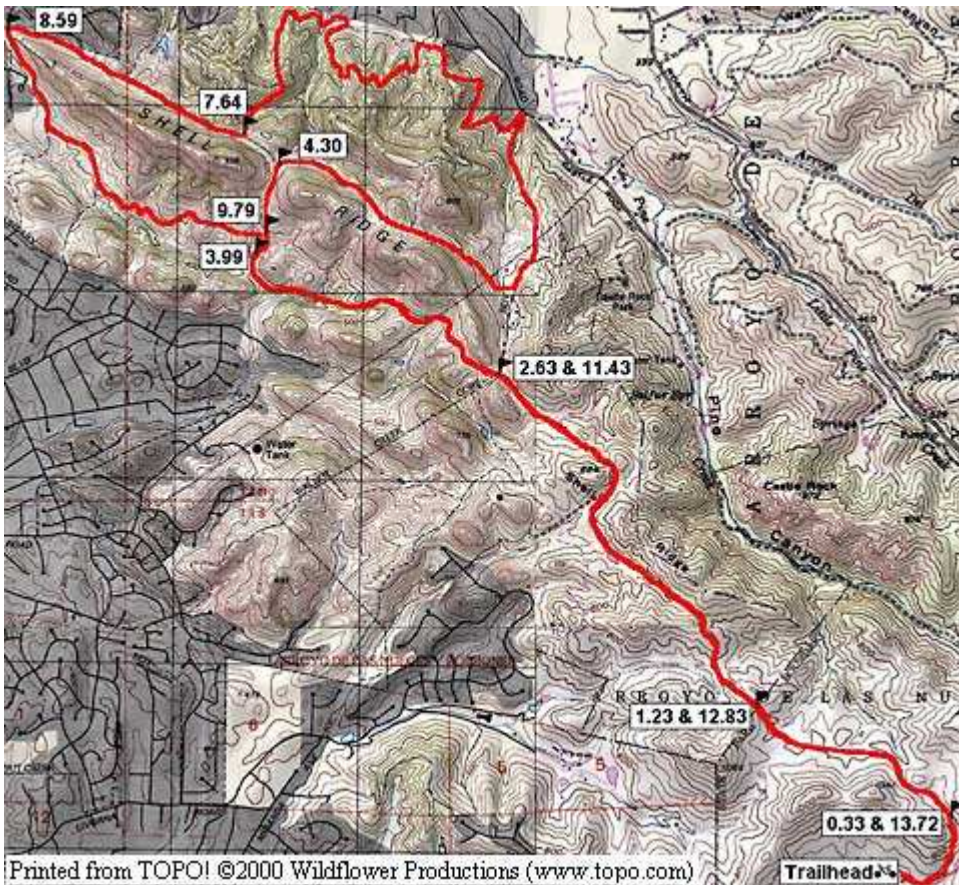
NOTE: This ride starts in Mt. Diablo State Park, but most of the ride is in Shell Ridge Open Space.

Distance: 14.07 Miles Elevation Gain/Loss: 2454 Feet

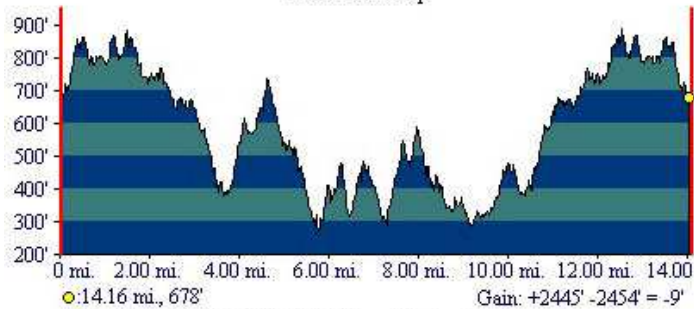
Difficulty: Moderate / Strenuous (1 hill) Technicality: 4

Riding Time: 1½ - 2 Hours Season: Year Round

Directions: From Walnut Creek, take the Diablo Road exit. Turn left and head East. After a about 0.8 miles, at the T, turn right and remain on Diablo Road. Go another ½ mile and turn left on Green Valley Road. Follow to parking lot at end for trailhead to Mt. Diablo State Park.



Costanoan Loop



**Briones Regional Park - fireroads exc. 0.5 mi st.**

<http://www.mtbca.com/briones-01.html>

Description: Briones Crest Loop is actually a double loop that can be split up into two rides, if you are short on time. The first mile is pretty hard climbing, but after that, the hills are moderate in length and steepness. Most of the ride is on fireroads, except the first ½ mile, which is steep singletrack. Eighty percent of the ride is in the open, so be wary if it is a hot day. The fireroads are fairly bumpy on the descents, so suspension is a necessity. Cows roam the hills here, and you must pass through a lot of gates. This is also a place where you can walk your dog. The last downhill is a blast!

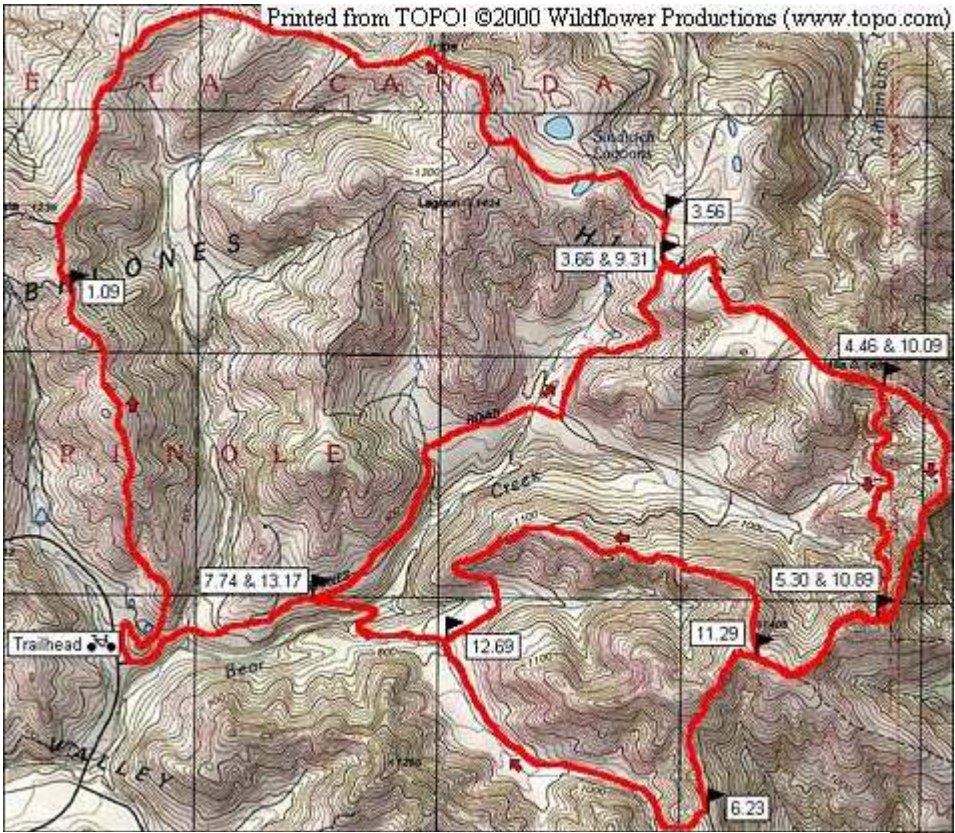
Distance: 13.51 Miles Elevation Gain/Loss: 2689 Feet

Difficulty: Moderate / Strenuous (first ½ mile) Technicality: 5

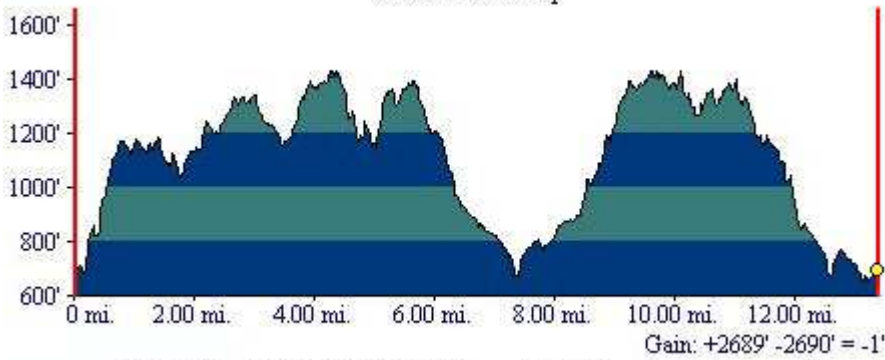
Riding Time: 1½ - 2 Hours Season: Year Round

Directions: From Oakland, take Highway 24 through the Caldecott Tunnel towards Walnut Creek. Take the Orinda Exit, about 1½ miles after exiting the tunnel. Turn left on Camino Alto. After 2.3 miles, turn left on Bear Creek for 4.4 miles. Turn right onto the entrance for Briones Crest Park. Turn left after the kiosk and into the lower parking lot. There is a 4 dollar fee if the kiosk is manned.





Briones Crest Loop



## **Mt. Diablo S.P.**

My favorite ride starts at the Mitchell Canyon Trailhead, at the end of Mitchell Canyon Road. To get there take the Ygnacio Valley exit off HWY 680 north, in Walnut Creek. Follow Ygnacio east, through Concord to Clayton Road. Turn right on Clayton Road, and proceed to Mitchell Canyon Road, where you turn right. Follow to the end of the road and park, either in the Mt Diablo State Park lot (\$2.00 fee), or park on the road.

The trailhead starts at the parking lot at an elevation of about 600 feet (water is available). The trail is a fire road, passing up Mitchell Canyon, along Mt. Diablo Creek. The first 2 miles are a gradual climb, a nice warmup. After that the fun starts! The next mile climbs relentlessly for 1,000 feet up a series of tight switchbacks to Deer Flat. At Deer Flat, take the right-hand fork, (Deer Flat Road). After a brief reprieve, the climb begins anew, as you ascend 800 more feet to Juniper Campground. Proceed through the campground (there is water here) to the main park road. Turn left, and take the pavement for about a mile to a 180-degree hairpin (Devils Elbow). This is the high point of the ride, at 3,500 feet. There is a gravel turnout at this point that is the beginning of the (legal) North Peak singletrack. The trail is a moderately to highly technical rocky, (loose during late summer) beautiful singletrack that descends about 550 feet in about three-quarters of a mile. Be sure to take in the spectacular views of the Sierra Nevada and Central Valley on the way. At the base of the trail, take the steep Prospectors Gap Road north (hard left). This fire road is VERY steep and rocky, so watch out. You descend 800 feet in short order looking out on your right for the Meridian Ridge fire road. Turn right, and descend a screamingly fast, straight, rolling ridgecrest road, looking out for the sharp right turn in the road. Descend to the Donner Canyon trail (fire road), and turn left (north). The road follows Donner Creek to an intersection where you turn left out of the canyon, and across relatively flat topography to the Mitchell Canyon parking lot at the trailhead.

Total distance is about 13.5 miles, with about 3,000 feet of climb. The ride usually takes me about 2.5 hours, at a good pace. The best times are in the spring and fall, since Mitchell Canyon is hellishly hot in the summer. In the winter, you will want to avoid a stretch of sticky adobe soil on the lower part of the return loop by skipping the Meridian Ridge descent, and continuing straight (west) along the Prospectors Gap road, up a short climb to the saddle at Murchio Gap, and down another steep section of gravelly road that will take you back to Deer Flat (be prepared to ford a deep puddle in late winter). From there, turn right and down, returning down the Mitchell Canyon road to the starting point. In general, the soil conditions on the upper parts of Mt. Diablo are excellent for winter riding, with most roads cut into hard igneous and metamorphic rocks that form a good all-weather surface. Getting past the muddy lower reaches is best accomplished by starting at the Mitchell Canyon trailhead (only a short muddy section), or by driving partway up on the pavement. There are now no cows on the mountain, and the wildflowers are truly spectacular in the spring. **The Park sells an excellent map.**

