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ROMP MOUNTAIN CYCLIST

LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

MARCH—APRIL 2004

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Trains in Henry Coe?

by Mike Meyer

Henry Coe State Park in Morgan Hill, CA, will potentially be home to a new high-speed railway in the not so distant future. A proposed route for a new railway would bisect the park and adversely impact the environment, wildlife and park users.

The California High-Speed Rail Authority was established in 1996 and tasked with planning, designing, constructing and operating a statewide high-speed train system. The proposed system would provide intercity connections between the Bay Area, Sacramento, major Central Valley cities, the Los Angeles metro area and San Diego.

The rail authority projects that trains traveling at speeds up to 220 mph will deliver passengers from downtown San Francisco to Los Angeles in under two and a half hours. The rail system is being proposed to address the projected 98-million additional intercity trips that will be occurring in California by the year 2020.

In January of this year, the California High-Speed Rail Authority and the Federal Railroad Administration released a draft environmental impact report (EIR) that includes details of proposed routes of the railway as it passes from the Bay Area into the Central Valley. At least one of those routes has the

potential to destroy portions of Henry Coe State Park.

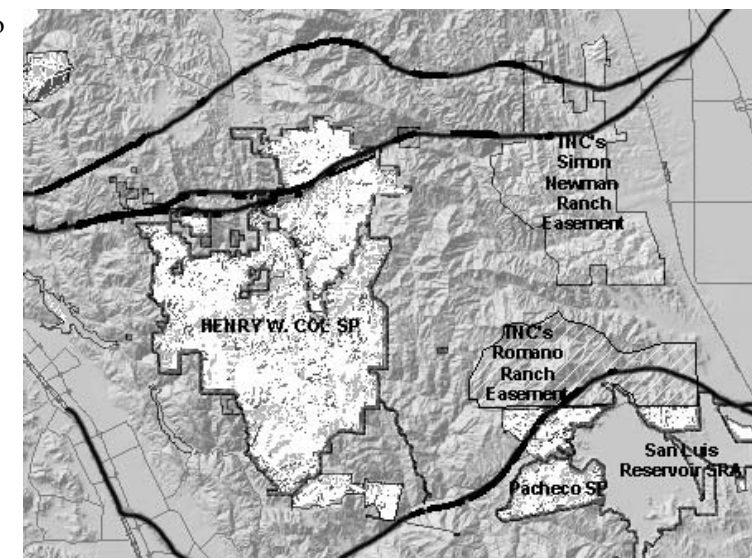
Routes Across the Diablo Range

The draft EIR outlines three alternative routes through the Diablo Mountains to connect the Bay Area to the San Joaquin Valley. Only one of these routes would be developed.

The first proposed option would run through Henry Coe north of Robinson Creek in the Orestimba State Wilderness Preserve, a wilderness area located in the northeast corner of Henry Coe and wholly contained within the park.

The land in and around Orestimba Wilderness is some of the wildest area in the Park. Mount Stakes and Pinto Creek offer some of the most rugged terrain in the park as well as some of the park's lushest terrain and habitat. The roadless area around Robinson Mountain and Robinson Creek is unbelievably lovely in Spring. These are places of singular wildness.

The two alternatives are a route over Pacheco Pass following the route of California Highway 152, and a route just north of



Possible train routes indicated by heavy black lines.

Henry Coe Park, including a section of the San Antonio Valley. The San Antonio Valley, the upper portion of which is located within Henry Coe, is currently accessed via the backside of Mount Hamilton, or via Mines Road from Livermore. The state has tagged more of the valley as a possible addition to the park, conceivably added to the Orestimba Wilderness, which it

(Continued on page 8)

Saso Bicycles Saso Cycles. dsaso@aol.com or call at (408) 926-0183

Light&Motion, 300 Cannery Row, Monterey, 831.645-1538 bikelights.com



Broken Spoke 782 Laurel Street, San Carlos 650-594-9210 brokenspoke.com



Calmar Cycles 2236 El Camino Real, Santa Clara 408-249-6907 calmarcycles.com



Palo Alto Bicycles 170 University Ave. Palo Alto 650-328-7411 paloaltobicycles.com



The Bicycle Outfitter 963 Fremont Avenue, Los Altos 650-948-8092 bicycleoutfitter.com

Cupertino Bike Shop 10493 S. De Anza Blvd, Cupertino 408-255-2217 cupertinobike.com



Sunshine Bicycles 309 First St. Gilroy 408-842-4889



Zanotti Cycles 4396 Enterprise Place, Suite A; Fremont, CA 94538. 510-490-0460 info@zanotticycles.com



Willow Glen Cycles. 1111 Willow St. San Jose, 95125. 408-2932606



Cycle California! Magazine cyclecalifornia.com

Trail Head Cyclery 14450 Union Ave, San Jose 408-369-9666 trailheadonline.com



Summit Bicycles 111 East Main Street., Los Gatos 408/399-9142; 1111 Burlingame Ave., Burlingame 650-343-8483; 1820 4th Street, San Rafael 415-456-4700

Slough's Bike Shoppe 260 Race St., San Jose 408-293-1616



BikeMapDude Productions MOUNTAIN BIKE TRAIL GUIDES

BikeMapDude: bikemapdude.com/



Walt's Cycle and Fitness. 116 Carroll Ave, Sunnyvale, CA 94086 408-736-2630

Calabazas Cyclery 6140 Bollinger Rd., San Jose 408-366-2453 calabazas.com



Crossroads Bicycles 217 N Santa Cruz Ave # C, Los Gatos, CA 408-354-0555

Crossroads Bicycles



1451 El Camino Real, Redwood City 650-366-6620; 2310 Homestead (at Foothill Plaza), Los Altos 408-735-8735 chainreaction.com



Public hearings in which comments from the public can be made will be held as follows:

In Sacramento on Tuesday, March 23, 2004 between 3:00 - 8:00 p.m.

Tsakopoulos Library Galleria
McCuen Meeting Room
828 I Street
Sacramento, CA

In San Francisco on Thursday, April 15, 2004 between 3:00 - 8:00 p.m.

State of California Building
Milton Marks Conference Center
455 Golden Gate Avenue
San Francisco, CA

Adventures of Captain Kickstand



Coe Back Country Weekend

For one spectacular weekend this spring, Henry W. Coe State Park will open the gate at Bell Station on Highway 152 east of Gilroy. The annual Coe Backcountry Weekend, held in the little-traveled east side of the 86,000 acre park, is scheduled for April 24-25, 2004. This event, sponsored by the Pine Ridge Association and the Department of Parks and Recreation, allows visitors vehicle access to a remote and beautiful area. Hikers, mountain bikers and equestrians have a unique opportunity to see and enjoy an area isolated from the park's Morgan Hill entrance by long distances and rugged terrain.

This area of the park puts on a spring extravaganza of colorful wildflowers in the oak woodland. Fishing for bass and sunfish is excellent in secluded ponds and reservoirs. The trails provide panoramic views of the Diablo Range. Visitors may come into the park for the day, camp overnight at Orestimba Corral or Pacheco Creek Crossing, or backpack to one of the seldom visited areas of the park. They may explore on their own, join a guided ride or hike, or participate in interpretive activities. Brochures, maps, information, activities, and volunteer assistance will be available.

Participants will travel 8.5 miles on an unpaved road from Bell Station to Pacheco Creek Crossing or an additional 3.8 miles to the Orestimba Corral. The road is in good condition and passable by two-wheel drive vehicles, although there are some narrow and steep sections requiring high clearance. Four-wheel drive is strongly recommended for towing horse trailers. Because of space limitations, steep hills, and creek crossings with sharp embankments, the road is not suitable for camp trailers or motor homes.

No dogs are allowed. Camp stoves are permitted, but no open fires, barbecues, or hibachis. A group campfire will be

Mountain Cyclist

The Mountain Cyclist is the monthly newsletter of the Responsible Organized Mountain Pedalers

Send general newsletter material directly to the editor (not to the club PO box):

♦ Eric Lafferty / Josh Moore
newsletter@romp.org

Send ride listings to the club ride coordinator (not to the club PO box):

♦ Julie Brown (650) 814 8271 ride@romp.org

held on Saturday night. Entry for the weekend is by reservation only. Flyers announcing the event and providing an application form are available on the Coe Park web site (www.coe-park.org), at park headquarters, and at the libraries in Gilroy and Morgan Hill. Written requests for applications (include a self-addressed stamped business envelope) should be addressed to Application Forms, Coe State Park/Gavilan Sector Office, PO Box 787, San Juan Bautista, CA 95045.

Applications and entry fees, \$10.00 per vehicle for day-use, \$20.00 per vehicle for overnight, must be postmarked by Saturday, March 27, 2004. Please plan to carpool, only one vehicle is allowed per application. A random drawing will be held to meet the space limitation. The event was cancelled last year because of rain and the people who were expecting to come were given a raincheck. As a result there will be only 150 reservations available this year instead of the usual 320. All unsuccessful application forms will be returned with their checks to the applicants.



Other Cycling Organizations

Access 4 Bikes www.access4bikes.com
PO Box 526, Pt. Reyes Station, CA 94956

Bay Area Velo Girls
650-347-9752 www.velogirls.com

Bicycle Trails Council of Marin (BTCM)
PO Box 494, Fairfax CA 94978
415-456-7512 www.btcmarin.org

Bicycle Trails Council of the East Bay (BTCEB)
PO Box 9583, Berkeley CA 94709
415-528-BIKE www.btceastbay.org

Folsom Auburn Trail Riders Action Coalition
916-663-4626 www.fatrac.org

International Mt. Biking Association (IMBA)
PO Box 7578, Boulder CO 80306
303-545-9011 www.imba.com

Monterey Mt. Bike Association (MoMBA)
PO Box 51928, Pacific Grove CA 93590
408-372-2134

Mountain Bikers of Santa Cruz (MBoSC)
president@mbosc.org www.mbosc.org

Sonoma County Trails Council (SCTC)
www.sonomatrails.org/sctc/

San Jose Inner City Outings (San Jose ICO)
www.sierraclub.org/ico/sanjose/

Silicon Valley Bicycle Coalition
www.svbcbikes.org/

Western Wheelers Bicycle Club
www.westernwheelers.org

Women's Mt. Biking and Tea Soc. (WoMBATS)
www.wombats.org

MROSD Offers Docent Training

by Renée Fitzsimons

The Midpeninsula Regional Open Space District (MROSD) will be offering a new training course for Outdoor Activity Docents (OAD) this spring. The course was last offered in 2002, and is offered bi-annually on every even numbered year.

Outdoor Activity Docents introduce preserve users to the natural history, ecology, and cultural history of the mid-peninsula region and Santa Cruz Mountains. OAD volunteers design and lead (or assist with) activities in preserves such as hikes, mountain bike excursions and equestrian rides. Using interpretive techniques, and an understanding of ecology and natural resource management, docents encourage appreciation and stewardship of open space and wild land habitat areas.

The OAD training course starts with an orientation and introduction to MROSD on Tuesday evening April 6, 2004 from 7-9 p.m. at the District's administrative office located in Los Altos.

The course's first topical lecture is held on Tuesday April 13th from 7-9 p.m., and continues with lecture sessions every Tuesday evening through June 1st. Corresponding field sessions will be held every Saturday from 9:30 a.m. to 2 p.m. beginning April 17th and concluding on May 22nd.

Trainees can miss no more than two scheduled sessions, and will be responsible for making-up missed topics from alternative resources (source suggestions will be provided). The training also requires observation of docent-led activities prior to completion of the course.

Instructors specializing in areas of study are selected from the community. Areas of study include botany, ecology, geology, mammalogy, environmental interpretation, natural history, birding, and more. Some instructors are professionals and others amateurs, but all are

committed to sharing valuable resource information with our docents.

If you are interested in pursuing this training / volunteer opportunity, please contact Renée Fitzsimons of MSROD as soon as possible at (650) 691-1200 ext. 536, or e-mail: docent@openspace.org.

Land Manager Directory

Acterra (Arastradero Preserve) 3921 E. Bay-shore Blvd., Palo Alto, CA 94303, 650-962-9876, fax 650-962-8234; www.arastradero.org, www.acterra.org info@acterra.org

California Recreational Trails Committee Ken McKowen, Trails Coordinator, PO Box 942896, Sacramento 94296-0001, 916-653-6501

Castle Rock State Park Bob Culbertson, 408-429-2869; Dave Keck, 916-322-2997

City of Palo Alto (Arastradero) Recreation Open Space and Sciences Division, 650-329-2423

East Bay Regional Park District 11500 Skyline Blvd., Oakland 94619, 415-531-9300

Henry W. Coe State Park 9000 East Dunne Ave, Morgan Hill 95037, 408-779-2728 Gavilan Sector Supervising Ranger Mike Ferry mferry@parks.ca.gov 831-623-1659 ; Coe Senior Ranger Barry Breckling barryb@coepark.org; www.coepark.parks.ca.gov

Monterey District California State Parks, Gavilan Sector; Henry W. Coe State Park.

P.O. Box 787; 19 Franklin Street; San Juan Bautista, CA 95045. 831-623-1659. Monterey District Superintendent C.L. Price

Midpeninsula Regional Open Space District 330 Distel Circle, Los Altos 94022; 650-691-1200; mrosd@openspace.org, www.openspace.org

Mt. Diablo State Park District Office 96 Mitchell Canyon Rd., Clayton 94517; 510-673-2891; Larry Ferri, Park Superintendent

Santa Clara County Parks & Rec. Dept. 298 Garden Hill Dr., Los Gatos, 95030; Mark Frederick, Capital Projects Mgr., 408-358-3741 x143; fax 408-358-3245; mark.frederick@mail.prk.co.santa-clara.ca.us, claraweb.co.santa-clara.ca.us/parks/

Santa Clara County Board of Supervisors 70 W. Hedding, San Jose, 95110; 408-299-2323

Santa Cruz District 600 Ocean St., Santa Cruz 95060; 408-429-2850; David Vincent, District Superintendent

The Trail Center 3921 E. Bayshore Road, Palo Alto 94303; 650-968-7065, www.trailcenter.org

Why

by Eric Lafferty

One of the reasons I volunteer to the edit the *Mountain Cyclist* was that it offered me a forum where I could bend the ears of a hopefully sympathetic audience. After successfully publishing a few issues, I'm now taking the time to stand on my soapbox.

On a day-to-day basis issues that either directly or indirectly effect mountain bikers come to light. The daily newspaper, water-cooler conversation and the ROMP e-mail list are all sources for these topics. Bike commuting, road construction, community development, high-speed railways, etc. are all issues that either directly or indirectly affect us, and the trails we ride.

While some people thrive in debating these issues, others feel that there is little relevance to mountain bikers. The truth is that these issues do affect all of us, both as citizens and as bikers.

Many of these issues are related to population growth, and the need to provide services to the growing population. At present, the population of California is roughly 34-million people. According to the California Department of Finance estimate, the state's population will be approximately 46-million by the year 2020. While immigration does increase the state's population, the majority of growth will be generated due to the current birth rate – i.e. Californians producing more Californians.

Growing a rate of nearly one million new residents per year, additional services will be required to accommodate the increased population. New homes, places to shop and work, increased transportation capacity and increased public services will all be needed, as our current infrastructure cannot absorb this growth. The increased number of people will take up additional land and natural resources. Regardless of your position on growth

of \$348,000, spans the first stream crossing located beyond the gate at the end of Stevens Canyon Road. The crossing was an at-grade road crossing, which tended to wash out regularly.



ROMP Needs Racers at Sea Otter

The 2004 Sea Otter Classic is scheduled for April 15-18. The event is part racing, part trade show, and part festival. If you've never been it's worth the trip to Monterey to spend a day.

In addition to volunteers to support the event, ROMP is looking for racers interested in representing ROMP in the races. The cross-country event, probably the most popular, is held on Sunday morning. If you're thinking about racing, consider wearing your ROMP jersey, and help publicize our club. Please, contact Max Zinsman at maxz@sbcglobal.net for details.

Interested in leading a ride?

Contact Julie Brown, (650) 814 8271 or ride@romp.org by the tenth of the preceding month for newsletter listing. See www.romp.org for help on leading a ride or to submit your ride online.

Volunteer for Cupertino Swap Meet

The annual bike swap held as a joint venture between ROMP and Cupertino Bikes will be held on Sunday April 25, 2004, between 10:00 a.m. and 4:00 p.m. Admission to the event is \$2.00, with the fee going to the ROMP treasury for help in funding future club costs.

The swap meet is one of the bay area's largest swap meets. Past events have brought together more than 75 vendors. Both new and used bikes, components, and tools are made available at "blow-out" prices by local shops and individuals.

ROMP needs volunteers to staff the event; volunteer information will be forthcoming. If you can't volunteer, still plan on attending and finding excellent deals.

Cupertino Bikes is located at 10493 South De Anza Blvd. in Cupertino. Contact Claire Nippress, vicepresident@romp.org, (408) 255-3464

Trail Head Cyclery Hosts Swap

Trail Head Cyclery in San Jose is sponsoring a bike festival and swap meet on Sunday, March 28 (rain date of April 4). Admission is free for buyers, and sellers pay \$20 per spot with no pre-registration required. Doors open to buyers at 8 a.m.

Contact information for Trail Head Cyclery can be found on the back cover of this issue, along with information for all of ROMP's corporate sponsors.

ROMP Monthly Meetings

Monthly meetings are where the vast majority of ROMP business is conducted, including policy development issues, budgets, and cyclist education. They occur at 7 PM on the fourth Monday of each month (except December) at the Round Table Pizza, Sunnyvale Town and Country, 94086 (408) 736-2242

ROMP Positions Available

There are several vacant positions within ROMP. Volunteers are needed to fill these roles.

ROMP works toward gaining and maintaining trail access for mountain bikes, which benefits each of us. This will not happen unless volunteers organize events, lobby for change, and help keep others informed. As part of ROMP you can actively make a difference in the mountain bike community.

Currently volunteers are need for the roles of Secretary (contact president@romp.org), Land Management Liaison (contact liaison_dir@romp.org), and Social Director (contact president@romp.org).

Additionally, the Vice President role will be vacated in late May when Claire Nippress steps down to pursuit full-time motherhood (although we still expect

that Claire will be involved with ROMP in some capacity). Many thanks go out to Claire for the excellent job and hard work that she's done in the past couple of years. For a job description contact Claire at vicepresident@romp.org.

Trails Open to Bikes on Mars

With two NASA rovers currently exploring the surface of Mars, it would appear that there is little to prevent future access for mountain bikes.

In January two NASA ATVs (Spirit and Opportunity) landed on the Martian surface. As the first Rover rolled onto Martian soil on January 15th, the planet was officially open to off-road vehicle use.

Mountain bikers can take the presence of motorized off-road vehicles on the surface of Mars as a clear indication that NASA intends to open all trails to bikes. All IMBA trail rules will apply.

ROMP Membership Update

Renewals

Jon Abernethy & Sharon Clute
Ray & Vicki Alley & Family
Charles Dillon
Tyler & Mary French
Gary Gellin & Holly Harris
Cheryl & Richard Herms
David Hohl
Harold LeGore
Frank & Lori Lux
Jondy Malone
Jeanie Mascia
Woody Miraglia
Paul & Tamatha Rodwick
E. Michael Saleski
Marilee Schultz
Tom Sharp
Phillip Shoemaker
Akos Szoboszlay
Paul & Jane Taylor
Rick Vento
David Volansky
New Members
David L. Chen
Scott Irwin
Renata Jue
Jim Lowry
Mark David Scofield
Michele & Vishal Sood
Frank Walden

News Round-Up

ECdM Watershed Protection Program Passes

On January 21st the Midpeninsula Open Space District Board of Directors unanimously voted to pass the Watershed Protection Program for El Corte de Madera Open Space Preserve.

The plan, which was discussed in detail in the last issue of *Mountain Cyclist*, includes provisions for realigning and improving trails, upgrading storm drainage facilities, instituting new maintenance techniques, and developing an environmental education and outreach program.

MPROSD Staff is current creating detailed plans for implementing the changes will begin this spring.

Blue Blossom Trail to be Completed

Work to complete the final portions of the Blue Bonnet Trail in El Corte de Madera Open Space Preserve will be scheduled for April. The trail is located on the eastern edge of the preserve off of Bear Gulch Road.

Plans are currently being made and details will be forthcoming. Volunteers are needed to help with trail construction. Work details will be distributed via

Romp Directory

PO Box 1723, Campbell, CA 95009-1723 408-380-2271 x2171 www.romp.org

President	Paul Nam	408-446-3745	president@romp.org
Vice President	Claire Nipress	408-255-3464	vicepresident@romp.org
Secretary	You?		secretary@romp.org
Treasurer	Glenn Wegner	408-257-8284	treasurer@romp.org
Beginner's Clinic Leader	Jim Sullivan	650-493-8774	beginnersclinic@romp.org
Membership Director	Linda Wegner	408-257-8284	membership@romp.org
Membership Database	David Volansky	415-334-7569	memberdata@romp.org
Social Director	Riya Devine		socialdirector@romp.org
Land Management Liaison	Scott Schlacter		
Newsletter Layout	Joshua Moore	408-420-7342	newsletter@romp.org
Newsletter Editor	Eric Lafferty	408-733-4549	newsletter@romp.org
Newsletter Distribution	Glen Wegner	408-257-8284	newsmailing@romp.org
Trail Education	You?		traileducation@romp.org
Trail Work Coordinator	Berry Stevens	650-364-6785	trailwork@romp.org
Ride Coordinator	Julie Brown	650-814-8271	ride@romp.org
Sponsor Coordinator	John Morgan	408-224-6879	sponsor@romp.org
National Mtn Bike Patrol	Dave Wieland	408-371-2729	nmbp@romp.org
Web Master	Tim Pepper		webmaster@romp.org

ROMP's e-mail list in the near future.

Bear Creek Redwoods and Sierra Azul OSP Planning to Kick-Off

A new Master Plan covering both the Bear Creek and the Sierra Azul Open Space Preserves is about to be started by the Midpeninsula Open Space District. This will be the first master planning process for either preserve.

According to the District, "the master planning process will define how we can best preserve and enjoy the unique natural resources of the preserves."

The Preserves include land south and east of Los Gatos on either side of Highway 17. The Kennedy-Limekiln Trail System and Mount Umunham are two of the better know landmarks in the Preserves.

The Master Plan is the document that determines and directs future land use in the reserves. Access for mountain bikes will be determined by the Plan. ROMP needs volunteers to represent our needs throughout this process.

Additional information can be found at www.openspace.org.

Big Basin Redwoods SP Plans Temporarily on Hold

Due to budgetary constraints within the state parks system, the planning process that was started last year for Big Basin Redwoods State Park has been placed on hold for the remainder of this fiscal year.

State park planning officials continue to work on developing the Preferred Plan, but funding for the Environmental Impact Report (EIR) is not available. July 1, 2004, marks the start of the next fiscal year, and Robin Ettinger, Project Manager for the Big Basin General Plan project, is fairly confident that funding will become available at that time. His expectation is that the Preliminary General Plan and Preliminary EIR will be available in late 2004.

Additionally, the planning processes for Butano State Park, Año Nuevo State Park and Año Nuevo State Reserve are affected by this budget constraint. The plans for these parks is related to the Big Basin plans, due to their close proximity, and interconnected trail system.

It is Ettinger's expectation that the proposed General Plans for all four parks will be presented together to the State Park & Recreation Commission. The planning for Butano SP, Año Nuevo SP and Año Nuevo SR is not as far along in the process as Big Basin SP, which is likely to push the presentation of the plans into 2005.

Further information will be published in the park's newsletter, and on the state parks web site (www.parks.ca.gov) as it becomes available.

Stevens Creek Canyon Trail Reopens

A new bridge on the lower portion of the Stevens Creek Canyon Trail reopened on February 21, 2004. A portion of the Canyon Trail has been closed to users all winter.

The new bridge, built at an estimated cost

(Continued on page 13)

Should We Care?

issues, or your political affiliation, this growth is inevitable. It's up to us to decide how to deal with this growth today, before it happens on it's own.

One million new residents each year is a lot of people to accommodate. The population of San Francisco is less than 800,000. If you think of growth in those terms, every year for the foreseeable future we'll be adding a city the size of San Francisco to the state of California. How do we deal with this type of growth?

For the past 50+ years, population growth has tended to follow a suburban growth model – low-rise, low-density growth on the urban fringe. People have chosen to move outward from cities, and develop land that was previously used for agriculture, or open space. In Santa Clara County we've seen the local landscape go from fruit orchards to suburban development leaving only names that are reminiscent of the area's previous uses.

With the high population growth projections looming on our horizon we need to carefully consider how we absorb the growth. An example that I'd personally prefer not to follow is that of Philadelphia, PA, a city that has seen no growth in recent years. Over the past 25-years, the Philadelphia metropolitan area has actually seen a population decrease of about 140,000 residents. However, during that same time the region lost nearly 25% of it's productive farmland land (source: "Save Our Land, Save Our Towns" by Thomas Hylton).

Two devastating results flow from this growth model. First, and most obvious, is the incredible amount of open land lost to accommodate a relative few.

Second, is the cost of providing the infrastructure to accommodate a relatively small population increase. Imagine the amount of dollar spent on new roadways, sewer, water and phone line, to accommodate a reduced population in Philadelphia. In effect we're spending millions of federal and state tax dollars to move people between areas within the same metropolitan area!

Imagine a similar scenario in California, where our population rate is not decreasing, but rather growing at approximately 10% every five years. The urbanized area in our state could easily swell out of control leaving little land for agricultural, open space and recreational uses.

It's undeniable that our state's population will grow, and there is little we can do to prevent it. However, we can control where it grows, and how much land we'll consume in the process.

Rampant suburban growth, or "sprawl," has the potential to convert many acres of undeveloped land in California to subdivisions, strip-malls, fast food restaurants and freeway interchanges. Land where we ride your bikes today could be the site of tomorrow's housing development. Open space located on the urban fringe, could easily be twice as distant (or more) from where we currently live.

Longer commutes, increased traffic and additional freeway miles go hand-in-hand with the increasing amount of land consumed by our growth. Lack of effective public transportation and separation of residents from commercial and business districts encourages automobile trips, and the clogging of the transportation system.

Many public transportation projects are often disregarded, as they are perceived as being expensive to retrofit into urban area. However, we're adding a million people per year to California. Maybe new areas should be built with public transportation in mind. Should we continue building suburbs that are dependent on freeways and automobiles, or should we take the opportunity to build cities were people have the choice to survive without those dependencies?



The automobile has come to dominate our urban landscape. Look around the south bay and estimate what percentage of land is dedicated to the car. Is it 50%? There are freeways, cloverleaf interchanges, streets, on-street parking, driveways, parking lots, garages, gas stations, etc., that occupy an incredible percentage of our land. I'm not anti-car (I own two of them), but think about it for a minute: do you need a car because things are so far apart, or are things so far apart because you have a car? It's something to consider.

(Continued on page 6)

Building cities with an eye toward reducing land consumption and automobile dependency are necessary to retain the land we have left. Smaller lot sizes, higher population densities, mixed-use developments, narrower streets, increased public transportation, and in-fill developments are a few ways that we can conserve the land that remains. Many options for "smart" development exist; we just need to use them (for more info see: www.newurbanism.org).

We're at a crossroads. We know that population growth is coming, and we must decide how to deal with it. Once land is urbanized it will not be converted back to open space.

Do we want to control our sprawl, or do we want to let our open land be developed?

Do we want to build future cities that are modeled after San Francisco and Oakland, or possibly Palo Alto or Los Gatos, or do we choose to build sprawling non-descript suburbs, as we tend to do?

As issues arise it's important that we think about their impact on the world around us.



California is faced with extreme challenges, and we must voice our opinions and concerns if we want to help shape the future. Before dismissing an issue as irrelevant, or before forming your opinion completely, consider that each year our state will grow to be a little more urban, and a little less open. How will these changes affect you? They will impact you, and that's why you need to care.

IMBA Rules of the Trail

ROMP, an IMBA-affiliated organization, supports and practices the IMBA Rules of the Trail. Following these rules is not only key to responsible riding, but essential to keep trails open to cycling.

1. Ride on open trails only.
2. Leave no trace.
3. Control your bicycle.
4. Always yield trail.
5. Never spook animals.
6. Plan ahead.

Sea Otter Volunteers Needed

The Sea Otter Classic, North America's kick-off event to the bicycle racing season and northern California's largest cycling event, is coming to Monterey between April 15-18, 2004. As in past years, ROMP will provide volunteer support at the event.

The Sea Otter event includes mountain bike racing, road racing, fun rides, and the largest outdoor bike expo in the country. The event is much more than a bike race - it's a festival! Approximately 40,000 bicycle enthusiasts gather in celebration of bicycling.

This year ROMP will again be providing volunteer support for the "Dual Slalom" event. Dual slalom is a downhill bike race where pairs of riders race against each other on a course where obstacles test riders' skills and force riders to pick the best "line" down the hill.

There is potential opportunity to volunteer at other events if you wish. In past years this was not a problem.

If you are interested in volunteering, we ask that you please commit to ROMP's volunteer schedule:

- ◇ Thursday, April 15, 8:00 a.m. - 4:00 p.m.
- ◇ Friday, April 16, 8:00 a.m. to 3:00 p.m.
- ◇ Saturday, April 17, 8:00 a.m. to 5:00 p.m. (with a break between 1:00 and 2:30 p.m.)



As in past years, volunteers will receive a "volunteer" parking permit, free entrance to participate in the event of your choice, lunch on the volunteer day, and more fun than money could buy!

Additionally, if you help for more than one day the Sea Otter will provide a stipend. In the past it has been \$50 for two days and \$100 for three.

We need commitments as soon as possible. If you can volunteer, please respond to Michael or Jain Light (malight@pacbell.com) with the dates you can work, your phone number and address. If you need entry to participate in an event, you must send a "hard copy" entry form by U.S. Mail to Michael and Jain (please e-mail them for their address). In the column "List Fees", put "COMP".



have been discussing here is a concept known as bioregionalism - the practice of being part of a group of people who become knowledgeable guardians of the places they live. I believe that mountain bikers are among the most knowledgeable people about the places they ride.

A bioregion is a geographical area bounded by natural features. An early example of bioregionalism was the advocacy of Yosemite National Park by the visionary John Muir who pressed to include the entire watershed of the Merced and later the Tuolumne Rivers within the park boundaries so as to protect the entire ecosystem.

Henry Coe State Park is the large centerpiece in the huge Diablo Range Bioregion. Adjacent Nature Conservancy land, ranches, open spaces, and county parks combine to comprise a large and unique natural resource of biodiversity and beauty.

Similarly, MROSD was established to protect land on the peninsula. Opportunistically and piecemeal MROSD accrues acreage each year. If the Coastal Annexation process is successful, another important bioregion gains better prospect for preservation and restoration.

A key word is "sustainability." This is not something that happens with the flick of a switch. It is a process. Assimilate some of my ideas and enthuse others about bioregionalism, and how our economy, health and quality of life depend on good decisions. If we put simple things such as being nice to people on trails into practice and do some trail work, support land managers, and appreciate nature enough to live in a way that respects it, then we'll be deserving of our access.

Human powered tools such as the

McLeod, Pulaski, shovel, pick-mattock, rock-bar, rock-sling, pruning shears, saw, trailer and bicycle, along with enthusiastic trained operators are needed in our parks and preserves to do wonderful things with our trails. We need to hone our skills and refine techniques. (I'm working on a way to convert a BOB Trailer into an instant wheelbarrow). We need you.



A diverse group attended the TCC Coe event held inside Specialized's huge indoor theater. In addition to cyclists from ROMP, IMBA, Team Wrong Way, and the Bicycle Trails Council of Marin, there were technicians and staff from MROSD and the Santa Clara Open Space Authority (OSA), equestrians from the San Martin Horsemen's Association, uniformed volunteers from Coe's Pine Ridge Association (PRA), Coe

Park staff, Coe Trail Advisory Committee members, Santa Clara County Park volunteers, and just plain old folks who cared and wanted to learn.

The variety of groups represent the depth of trail advocacy in general. Though impossible to measure, the opportunity to share the event will have positive and lasting effects on trail advocacy. The confident and professional delivery by Mark and Laura inspired us all.

After the presentation, we performed trail work in the park towards a common goal: "keep users on the trail, and get water off the trail." Park and open space

professionals, and trail users worked in harmony. The trail we were working on could be called "To a Better Future."

(In case you are unfamiliar with the concept, the reason we want water off the trail is so that it doesn't run down the trail making gutters, picking up silt to dump in streams, and so that trails do not become muddy puddles.)

So that's my story on the TCC visit. Originally I wrote a synopsis of how 65 people learned about and did trail work for two days, and how Friday night's guest speaker, Steve Karlin a wildlife expert from Wildlife Associates, wowed us with an insightful presentation on animal psychology and human awareness, and how Specialized lavishly supported the event with food, drink and goodies, and how Specialized CEO Mike Sinyard welcomed us personally, but I decided to tell you more about what it meant to me as President of your club.

I wish to thank IMBA for their inspiring programs. I also wish to thank State Parks Gavilan District Superintendent C.L. Price (and the park staff) for granting permission to hold the event at Coe. I

want to thank Charles Schroyer for hosting the TCC staff at his home. I wish to thank the Coe Trails Advisory Council and it's chair Rob Glover for support. Thanks to Jim Jacobsen from the BTCM for support. A big thank you goes

to MROSD and OSA for attending, and to MROSD for co-sponsoring Saturday's lunch. Thanks to the PRA for taking care of Coe over the years. Gigantic thanks goes to Specialized Bikes of Morgan Hill and Ariadne Scott who simply kick butt.

And finally thanks to you for being there, wherever you are. Thanks for supporting ROMP and our mission to improve and increase mtb access.



Listen to the Flowers

by Paul Nam

Churning our bikes through a brightly decorated meadow, along a blossoming berm, or a pinnately pin cushioned path on a bright warm spring day is a pleasure to be treasured. Please do yourself a favor, slow down for a while. Stop and get away from your bike while there is still time, to savor the evanescent charms of our spring blossoms.

Take nothing for granted. This spring will be followed by another, but will you be here or able to see it? The plants themselves, who participate in the fullness of the season, fire their floral fusillades skywards to seize the moment and revel in the potential of the numberless grains of pollen released to the tease of the breeze. Allow yourself some time to absorb the significance of nature's generous abundance of spring's wildflower riots. Now is the time.

Blossom time is actually a year round affair, but the flower-fest begins in earnest in

February with the red and pink trumpets of the Woodland Shooting Star, whose serried ranks of 6 to 8 inch stems announce the season with melodious fanfares that play even in the chill of sudden hail storms and nightly frosts. Meanwhile, in some of the best woodland seats in the forest, protected from gales and bright sun, reserved for the Western Hounds Tongue, with it's big dark green to purple leaves, grows this incredible purple blossoming plant.

As we ride through our local woods in

between winter storms, we harken to the prelude of the Shooting Star and the Western Hounds Tongue. As soon as the first Hounds Tongue blooms, so begins a quickening, and the triad chords of blue, red and yellow blossoms begin to sound across the greening hills. The slender and stealthy Ranunculus, or Buttercups splash staccato yellow high notes in the woods as we wend our ways into April.



The Buttercups reach out into the trail and get caught up in our spokes and join us for the ride.

Out in the grassy fields, under the full power of the solar engine, bask the waves of delicate herb faces. Johnny Jump Ups little

yellow pansy face, then Butter-and-Eggs (the name says it all), and then Gold Fields conspire to steal the woodland melody with broad swathes of visual sound.

Their textures up close, or afar, invite meditation, and the visitor who does not pause to immerse and surrender themselves to their massed beauty turns his back to creation.

They float upon a

burgeoning green sea of rich grass, which in itself is the deep bass foundation of the spring symphony. The waving blades pulsing under the puffs of air pressed down by the scudding pillows of white clouds overhead support the instrumental solos of the prima donna blossoms that come forth in the fullness of spring. Suddenly the Owls Clover comes to the fore in colonies of what must be called a purple majesty, in



is lined with blooming shrubs; manzanita and ceanothus whose mingling musky aroma is an amorous alchemy. And as the days climax towards the inevitable heat of summer the orange flowers sound the boldest notes of all, tangerine tones of Sticky Monkey Flower, and California Poppy, foretell the drying of blades of grass upon the golden hills.

In the still coolness of the woods, a sober melody plays a denouement to spring: The Mariposa Lily, stately,

sophisticated and proud holds the last long notes, as summer scorches the fields and dries the arroyo. The California Buckeye blooms in the canyon as the cyclist jostles over the hard clay of the dirt by-ways and another spring is past.

perfect counter point to the populist yellow Meadow Gold.

And the true soloists venture forth with the blues, breaking our hearts with tragic beauty. The Purple Larkspur, Blue Eyed Grass, and Arroyo Lupine take their turn bending notes of light and dark in the sun. And so we withdraw from the open fields and introspect in the forest to hear what music the pipes play under the shady cover of trees. From the tiers of Chinese Houses rings of delicate flowers sweet blessings are offered to passers-by. Ground Iris boasts the peace of dirt from low places in the wood. Indian Warrior and Paintbrush take the path with gracefully rendered tones of red.

We pass into the chaparral where the trail

Closure of SDF? Don't let This Happen!

by Claire Nipress

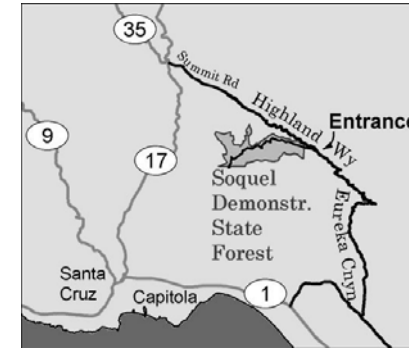
The Facts

Soquel Demonstration Forest is threatened with staff and budget cuts, and as a result potential closure. This could mean the loss of one of the best places for mountain biking in the San Francisco Bay Area.

Soquel Demonstration Forest was on target to become a self-sustaining forest unit through its 2004 timber harvest plan. If the timber harvest plan were implemented the forest would not need State funding, and staff cuts could be avoided.

What you can do to help

The decision to close SDF will be made by the governing bodies in Sacramento. You can help influence this decision by writing a letter to the California State senator (Bruce McPherson) or one of the California assemblymen.



Points to make in your letter:

- (i) SDF is one of the most popular destinations for mountain bikers, hikers and equestrians in the San Francisco Bay Area.
- (ii) SDF offers a wide range of research, recreational and education programs for the local community. It would be a huge loss to the community if these programs were taken away.
- (iii) Community members care about the forest's well being and contribute many volunteer hours for trail maintenance.
- (iv) SDF has its own group of National Mountain Bike Patrolers (community volunteers) that support the foresters by providing assistance, information and education to forest users.
- (v) SDF could become a self-supporting forest, with no need for State funding, if it were to implement its 2004 timber harvest plan. However, adequate staffing (no cuts) is needed in order to successfully carry out this plan.

Sample letter

A sample letter to Senator McPherson is provided below. A soft copy of this letter is available on the ROMP website at: www.romp.org/SDFletter.html

Senator McPherson
State Capitol
Room 2054
Sacramento, CA 95814

Dear Senator McPherson,

I am writing on behalf of ROMP (Responsible Organized Mountain Pedalers) to express our concern about the planned budget and staff cuts at Soquel Demonstration Forest, a division of the California Department of Forestry and Fire Protection.

Soquel forest is a popular recreation destination for mountain bikers, hikers and equestrians from the San Francisco and Monterey Bay Areas. There is strong community support and involvement in research, recreational and educational programs. ROMP is one of the many organizations that are active within the forest. ROMP leads rides that are open to all members of the public at least once a month. ROMP volunteers regularly participate in the trail maintenance programs organized by the Stewards of Soquel Forest. In addition, ROMP has a group of trained volunteer mountain bike patrolers that support the foresters by providing first aid, assistance, education and information to all trail users (mountain bikers, hikers and equestrians). In the last year ROMP has donated over 500 hours of volunteer time and labor to the State and Community.

We have learned the California Department of Forestry plans to drastically reduce the staff of Soquel Forest from Forest Manager, Assistant Forest Manager, Forestry Assistant, Office Staff and Seasonal Forest Aides to one half-time employee. We are concerned that this reduction in staff may mean closure of the forest to the community. Soquel Demonstration Forest was on target to become a self-sustaining forest unit through its 2004 timber harvest plan. If the timber harvest plan were implemented the forest would not need State funding, and staff cuts could be avoided. However, without adequate staffing the timber harvest plan will not be realized, the forest will not become self sufficient and a popular destination for research, recreation and education may be lost to the community.

We ask you to protect our popular community programs by preventing staff cuts at Soquel Demonstration Forest, at no net cost to the State of California.

Sincerely,

(Continued from page 1)

abuts.

Proximity to population centers is a prime goal when selecting appropriate routes for the high-speed rail.

However, the California High-Speed Rail Authority ruled out the most grid-locked corridor in northern California, Interstate-580 over the Altamont Pass, as a route into the Bay Area. This was decided despite a UC Berkeley study that showed the Altamont alternative as the least expensive, as serving the most Californians, and offering the fewest environmental impacts.

Impacts and Mitigations at Coe

The high-speed rail authority plans to run trains every 10 minutes with trains moving at speeds of up to 220 mph. The intrusion of trains and rail lines, along with the sound that accompanies them, would render the affected area of Henry Coe meaningless as wilderness area, and unsuitable as park land. More importantly, the resulting fragmentation within the ecosystem, which is currently one of the most intact systems in the state, could be devastating.



A similar train carves through the German countryside

The draft EIR states that the alternative through the Henry Coe wilderness would in places include tunnels, lessening the impacts. Where the rail line is built above ground, tunnels and overpasses would be built for wildlife movement. Rod Diridon, a Rail Authority board member, said at a public forum in February that impacts to Coe Park could be mitigated. He suggested that a possible mitigation would be to increase the size of the park, possibly even doubling its size.

This moves the discussion squarely to the issue of developing land at the expense of the life-systems that it supports, on land that has already been preserved. The California Wilderness Act establishes a wilderness preservation system "to assure that an increasing

population, accompanied by expanding settlement and growing mechanization, does not occupy and modify all areas on state-owned lands within California, leaving no areas designated for preservation and protection in their natural condition." The act goes on to say, "these [lands] shall be administered for the use and enjoyment of the people in such manner as will leave them unimpaired for future use and enjoyment as wilderness."

The idea of the California Wilderness Act is to make some natural lands in California off-limits to development. These lands are to be enshrined for future generations, and their ecological systems preserved.

To permit development, for any reason, in an area already deemed a wilderness

area cripples the idea of preservation. Changing wilderness designation calls into question the value of any park, even one 10-times the size of the present Henry Coe Park. In developing the Henry Coe wilderness route, the bad-faith precedent is established for swallowing up other parks and wilderness in the future.

To contact the high-speed rail authority, write or call Dan Leavitt or Carrie Pourvahidi at:

California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814
(916) 324-1541 cahighspeedrail.ca.gov

Ride Listings, March & April

First Sunday Social Ride at Saratoga Gap

10:00 AM Sunday, March 07 2004 Duration: 3:00 B/EASY/11/1500 Meet at 10am at Grizzly Flat on Skyline Blvd (inbetween Junction 9 and Page Mill Road). This is a social ride so there are plenty of breaks, and we wait for everyone. Bring a helmet, water and some power bars. After the ride we will go for lunch in Saratoga. Contact Information: Claire & Dave, 408-255-3464. crashcall@scoreone.com; tripman@scoreone.com

Arastradero Second Saturday Social

02:30 PM Saturday, March 13 2004 Duration: 2:00 B/EASY/7/900 This friendly, introductory ride covers most major trails in the preserve, including some moderate hills, jumps, tight switchbacks and single track. More skilled riders are encouraged to join us, socialize and provide support. Depending on skill level and time, we may go up dirt Alpine rd. after. Take Oregon Expressway / Page Mill Rd south past hwy 280. Turn right on Arastradero, and right into the parking lot. Bring your helmet, a snack and water. Rain cancels. Contact Information: Josh Moore, (408) 420 7342. josh_moore@comcast.net

2nd Sunday Ride at Soquel Demo Forest

10:00 AM Sunday, March 14 2004 Duration: 4:00 C/INT/12-18/2500-3000 Meet at 10am at the entrance to SDF on Highland Way. From hwy 17, take the Summit Rd exit and head SE. Go 5 1/2 miles to the first stop sign, turn right and then bear left onto Highland Way. Go another 4 miles to the entrance. More info on SDF at www.mtb.live.com/rides/SoquelDemo.html. Rides will vary covering single-track such as Ridge, Braille, Tractor, or Sawpit; Double loop option if you didn't have enough fun the first time down. Contact Information: Rich Andrews, 408-738-1384. randrews@arc.nasa.gov

3rd Tuesday Alpine Road

05:00 PM Tuesday, March 16 2004 Duration: 3:00 This year round ride has a couple options on where to meet up. 1st chance is the California ave Caltrain station in Palo Alto @ 5:05 pm, meeting the Northbound#79 and the Southbound#66 trains @ 5:05 pm. From here we pedal through Stanford's "Professorville" on lightly travelled streets, over Old Page Mill rd, through Arastradero Preserve to The Portola Valley ranch. The 2nd chance to meet up occurs here @ 6:15, corner of Alpine rd. - Willowbrook in Portola Valley, please park on Willowbrook. The ride then meanders up Alpine rd, following El Corte De Madera creek, all the way to Page Mill rd x Skyline. This 3 hour ride requires the use of lights in the fall- winter months, loaner sets are available, and rear flashing lights are highly recommended. Please contact Jim beforehand for any equipment questions. This complete ride is for intermediate level riders, however, many of our participants show up and ride a portion of the distance just to stretch the legs after work. The main concept of this ride is FUN, any hammeheads are summarily ditched and left to prove something somewhere else. Contact Information: Jim Sullivan,

650-493-8774. ssulljm@juno.com

3rd Sunday Ride at ECdM (Skeggs)

10:00 AM Sunday, March 21 2004 Duration: 3:00 D/DIFF/15/3000 --Meet at Skeggs Point on Skyline Blvd at 10am. This is a hard ride - any riders who cannot stay with the group will be dropped. Contact Information: Dave Tripier, (408) 255-3464. tripman@scoreone.com

Fremont Older

04:30 PM Tuesday, March 23 2004 Duration: 1:30 Meet in the parking lot at the west end of Prospect Rd, next to the golf course. Muddy conditions or strong threat of rain cancels. Contact Information: Tyler French, 756-7396 (work). tyler.j.french@lmco.com

4th Saturday Beginner's Clinic

01:00 PM Saturday, March 27 2004 Duration: 3:00 A/Easy/6/800 On the 4th Saturday of each month, meet at 1pm at the Arastradero Preserve, at the main parking area on Arastradero Road. We'll cover the basics of mountain biking while riding a combination of fireroads and singletrack. Be sure to bring a helmet, water, and something to eat. Please RSVP to Jim at 650-493-8774 or ssulljm@juno.com. RSVP is a must, as the meeting spot at the Preserve can vary with class focus. Contact Information: Jim, 650-493-8774. ssulljm@juno.com

ROMP Last Sunday @ Wilder Ranch is BACK!

10:00 AM Sunday, March 28 2004 Duration: 4:00 B-C/INT/16/2000' -- Wilder Ranch is 2 miles past the traffic light at Western Dr. on Hiway 1 (No). We will meet in the parking lot near the restrooms. Leave the parking lot at 10:00. Lots of single track on your favorite trails: Old Cabin, Rodrigo, Twin Oaks, Zane Grey. Many regroupings and "do-overs". Bring water and a snack. Be prepared for the best views of Monterey Bay, great technical single track and faces you may not have seen for a while! Lunch in Santa Cruz after for those interested. Contact Information: Michael & Jain Light, (831) 662-9744. malight@pacbell.net

Fremont Older

04:30 PM Tuesday, March 30 2004 Duration: 1:30 Please see March 23.

First Sunday Social Ride at Saratoga Gap

10:00 AM Sunday, April 04 2004 Duration: 3:00 B/EASY/11/1500. Please see March 7.

Arastradero Second Saturday Social

02:30 PM Saturday, April 10 2004 Duration: 2:00 B/EASY/7/900. Please see March 13.

2nd Sunday Ride at Soquel Demo Forest

10:00 AM Sunday, April 11 2004 C/INT/12-18/2500-3000. Please see March 14.



Jim Owen's bench inauguration

will be part of the second Sunday ride at SDF, in April. We will ride out to Jim's Bench, where we will share thoughts and memories of Jim starting between 11.00-11.30am.

3rd Sunday Ride at ECdM (Skeggs)

10:00 AM Sunday, April 18 2004 Duration: 3:00 D/DIFF/15/3000. Please see March 21.

3rd Tuesday Alpine Road

05:00 PM Tuesday, April 20 2004 Duration: 3:00 Please see March 16.

4th Saturday Beginner's Clinic

01:00 PM Saturday, April 24 2004 Duration: 3:00 A/Easy/6/800. please see March 27.

ROMP Last Sunday @ Wilder Ranch is BACK!

10:00 AM Sunday, April 25 2004 Duration: 4:00 B-C/INT/16/2000. Please see March 28.

Land Manager Meetings

Midpeninsula Regional Open Space District (MROSD) oversees many open space preserves throughout San Mateo and Santa Clara counties. Board of director's meetings are open to the public on the second and fourth Wednesdays of each month at 7:30 PM in the district offices at 330 Distel Circle (off El Camino Real north of Rengstorff), Los Altos. The MROSD also holds Trail Policy Committee meetings which develop and implement trail use policy.

Los Gatos Trails Committee meets on the second Thursday of each month from 6 to 7 PM at 41 Miles Avenue, Los Gatos.

Santa Clara County Group of the Bay Area Ridge Trail Committee (BARTC) meets on the third Wednesday of each month from 7:00 PM to 9:00 PM at Greenbelt Alliance, 1922 The Alameda, Santa Clara (may change - call before attending). Call Judy Etheridge at 408-248-3900.

San Mateo County Group of the BARTC meets on the first Wednesday of each month from 9:30 AM to 12 noon at Coyote Point Museum (odd months) and other locations (even months). Call Bill Smith at 650-873-0415 for meeting locations and other information.

General Ride Info

Ratings code

Pace / Technical difficulty / Mileage / Approximate elevation gain

Pace

A - Slow; social or introductory ride. Riders need not be experienced or fit.
B - Moderate; recreational ride.
C - Quick; fun and fitness ride with multiple hours of strong riding.
D - Sustained, fast; sweaty, intense training ride.
E - Hammerfest; riders should have their heads and knees examined!

Pace generally reflects climbing speed; downhill speed in most local areas is limited to 15 mph. A, B, and C rides are "no drop" rides with regroupings as needed and rest breaks appropriate for weather, terrain and pace. D and E rides may drop riders who cannot maintain the pace; the drop policy may be stated in the ride listing, or ask the ride leader.

Technical Difficulty

EASY - Smooth singletrack or fire road; obstacles such as rocks and roots might exist but are not numerous.
INTERmediate - Steep, rutted fire road; singletrack with extended sections that can include medium or large rocks and roots; stream crossings; exposure; long singletrack descents.
DIFFicult - Singletrack with very steep and/or rocky sections; narrow trails; exposed sideslopes; downhill-side-sloped sections.
EXTreme - Singletrack with extended steep climbs or descents over rough terrain; many tight switchbacks and turns. Portions may require portage.

Notes

For your first ROMP ride, try one of our monthly A, B, or C rides to get an idea of pace and technical difficulty.

HELMETS ARE REQUIRED FOR ALL ROMP RIDES. Please be prepared for the ride (make sure your bike is in working order, bring appropriate tools, food, water, clothing, etc.). All riders will need to sign a waiver before every ride; minors will need a parent or guardian to sign their release.

In general, rain at the area of the ride within 48 hours of the ride cancels. But, because different trails can withstand the weather differently, we allow the ride leader to make the final decision. If you are unsure about whether a particular ride will go on, contact the ride leader.