

# Accessibility Guide – Trails East of Highway One

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Trails map inserts courtesy of Henry Band

## Introduction

This guide looks at the accessibility of Sea Ranch trails east of Highway One from three different perspectives – wheelchair-users, mobility scooter-users, and others with mobility problems. While only a few of these trails may be accessible to users of manual wheelchairs, quite a few more should be accessible to users of mobility scooters, and still more to others with lesser mobility problems.

**All parts of any trail that this guide describes as “likely accessible” to mobility scooters or wheelchairs (or with equivalent language) have been traversed by at least one person on a mobility scooter. However, such scooters vary widely in terms of stability, clearance, and power. Thus, some scooter models are relatively light in weight and designed to be folded up for transport. These models are less stable than most.**

**Most Sea Ranch trails east of Highway One are not “disability-friendly.” They tend to be quite bumpy because their surfaces are usually dirt or grass, and are more subject to roots, holes (including those created by gophers and by horses’ hooves), mounds, and sideways tilts. They can have muddy spots, especially in the rainy season and even for many weeks thereafter. And since quite a few of these trails are not highly used, anyone in a scooter that has become stuck or overturned or has run out of power could be without rescue for a long time.**

**Thus, each user of a wheelchair or mobility scooter is strongly urged (1) to go with a companion who can help negotiate any potentially dangerous spots, and (2) have a smartphone or other device that can be used to call Sea Ranch Security (707-785-2701) or 9-1-1 in case of a mishap such as a stuck or overturned scooter.**

**Indeed, this is good advice for any hiker, even one with no mobility issues.**

***The Sea Ranch Association does NOT warrant that any specific trail or trail segment is safe.***

Trails are listed in this guide in geographical order, south to north, *east* of the highway. The Bluff Trail and any connectors from that trail to paved roads are covered in the *Accessibility Guide – Bluff Trail*. Other trails *west* of the highway are covered in the *Accessibility Guide – Non-Bluff Trails West of Highway One*.

Powered wheelchairs are treated the same as mobility scooters, although underpowered wheelchairs may be more similar to manual ones; manual wheelchairs are generally mentioned only where they can probably access a particular trail or trail portion. Strollers can probably access any trail segments described as usable to manual wheelchairs.

NOTE TO USERS: You can make this Accessibility Guide more useful by telling us of any problems you have encountered but that were not described – or any described problems that have been cured. Or any other comments or suggestions you may have. You can email us at [TRAILS@tsra.org](mailto:TRAILS@tsra.org).

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## Accessibility Overview

- We start out with trails that should be accessible to *people who have mobility issues but do not use wheelchairs or mobility scooters*. We have three lists here, some with parentheticals indicating how much (small part, some, most, or all) of the trails are as described:
  - (1) Trails that are likely relatively easy for most such hikers; then
  - (2) Trails that are likely more challenging for many such hikers; and finally
  - (3) Trails that are likely beyond the abilities of most hikers with mobility challenges
- We then cover trails most likely accessible to people using *mobility scooters*. Two lists here:
  - (1) trails that are probably accessible, at least in part, and
  - (2) trails or trail segments that are clearly not accessible.
- Then come the few trails that are likely accessible, at least in significant part and during the dry season, to people using *manual wheelchairs*.

Be sure to read the detailed descriptions of each trail on any list, for a better idea of what problems may face you. However, manual wheelchairs are generally mentioned only as to a specific trail that may be accessible to them.

A(1) What trails are likely *easily accessible* to most people whose mobility problems do *not require manual wheelchairs or mobility scooters*?

- [Annapolis Trail \(most\)](#)
- [Airstrip Trail](#)

- [Firebreak Trail](#)
- [Fernwood Trail](#)
- [Spring Meadow Trail](#)
- [Ridge Trail – southern section](#)
- [Sag Ponds Trail](#)
- [Ridge Trail – northern section](#)
- [Pine Meadow trail \(most\)](#)
- [Cluster Trail](#)
- [Skid Road Trail](#)
- [Tank Road Trail](#)
- [Del Mar Loop Trail](#)
- [Saloon Trail](#)
- [Pomo Creek Trail \(most\)](#)
- [Pomo Hillside Trail](#)
- [Badger Trail](#)

A(2) What trails are *more challenging* to persons with mobility issues but who do not use mobility scooters or wheelchairs?

- [Sea Forest Trail](#)
- [Annapolis Road Trail \(part\)](#)
- [Hot Spot Trail \(some\)](#)
- [Pilot’s Reach Trail](#)
- [Spur Close Trail](#)
- [Longmeadow Trail](#)
- [Sag Ponds Trail \(from the south\)](#)
- [Hugal Ravine Trail](#)
- [Pine Meadow Trail](#)
- [Big Tree Trail](#)
- [Chapel Trail](#)
- [Azalea Loop Trail](#)

A(3) What trails are likely *beyond the abilities* of most people with mobility issues?

- [Bobcat Trail \(most\)](#)
- [Annapolis Road Trail \(Basalt Hill\)](#)
- [Hot Spot Trail \(some\)](#)
- [White Fir Trail](#)
- [Madrone Trail \(most\)](#)
- [Big Tree Loop Trail](#)
- [Lupine Close Trail](#)
- [Southern TPZ Connector \(most\)](#)

B (1) What trails are mostly accessible to users of mobility scooters, at least in the dry season?

- [Annapolis Trail \(part\)](#)
- [Airstrip Trail](#)
- [Hot Spot Area \(some\)](#)
- [Firebreak Trail](#)
- [Fernwood Trail](#)
- [Spring Meadow Trail \(part\)](#)
- [Ridge Trail – southern section](#)
- [Longmeadow Trail \(part\)](#)
- [Ridge Trail – northern section](#)
- [Pine Meadow Trail \(part\)](#)
- [Cluster Trail](#)
- [Skid Road Trail](#)
- [Big Tree Trail \(some\)](#)
- [Tank Road Trail](#)
- [Azalea Loop Trail](#)
- [Saloon Trail, Saloon Trail Loop \(part\)](#)
- [Pomo Creek Trail](#)
- [Pomo Hillside Trail](#)
- [Badger Trail](#)

B(2) What trails are mostly not accessible to users of mobility scooters

- [Sea Forest Trail](#)
- [Bobcat Trail](#)
- [Pilot’s Reach Trail](#)
- [Spur Close Trail](#)
- [Sag Ponds Trail](#)
- [Hugal Ravine Trail](#)
- [Pine Meadow Trail](#)
- [White Fir Trail](#)
- [Madrone Trail \(part\)](#)
- [Southern TPZ Connector](#)
- [Big Trees Loop Trail](#)
- [Lupine Close Trail](#)
- [Chapel Trail](#)
- [Azalea Loop Trail](#)
- [Del Mar Loop – eastern section](#)
- [Pomo Creek Trail](#)
- [Pomo Hillside Trail](#)

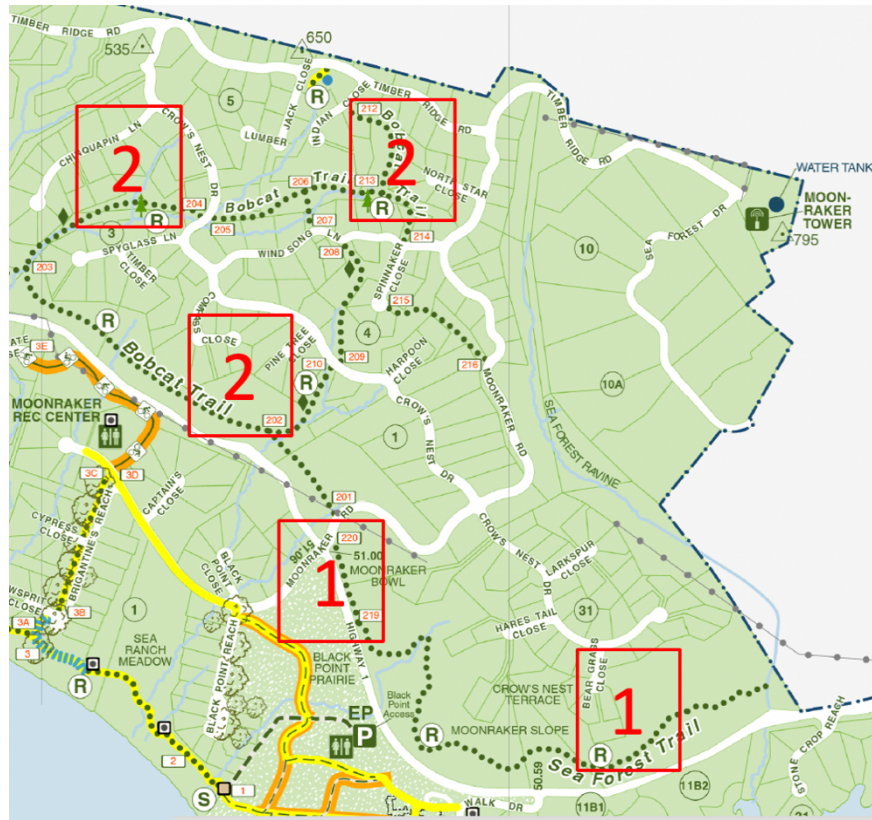
C What trails are likely accessible, at least in significant part and in the dry season, to users of manual wheelchairs?

- [Annapolis Trail \(small part\)](#)
- [Hot Spot Trail \(small part\)](#)
- [Fernwood Trail \(most\)](#)
- [Spring Meadow Trail \(some\)](#)
- [Ridge Trail – southern part \(most\)](#)
- [Ridge Trail – northern part \(most\)](#)
- [Madrone Trail \(small part\)](#)
- [Big Tree Trail \(small part\)](#)
- [Tank Road Trail \(most\)](#)
- [Azalea Loop Trail \(some\)](#)
- [Saloon Trail \(Redwood Grove only\)](#)
- [Badger Trail \(some\)](#)

## Detailed Descriptions of Trails East of Highway One

This guide covers Sea Ranch Trails east of Highway One, starting from the south. Each description is followed to a value, numbered one to ten. This value is only a subjective assessment of the desirability of the trail to hikers, regardless of their disability level. It is based on the length of the trail and the views (ocean, forest, meadow, etc.) that can be seen from the trail. The higher the number, the greater the experience.

## 1 Sea Forest Trail, TP 220 (Moonraker Road) through TP 219 and south (about 0.9 miles)



This is an out-and-back trail to a very nice (but seasonal) waterfall. The first 170 yards -- from TP 220 to TP 219 -- should be accessible to mobility scooters, except perhaps during the rainy season. This part follows a firebreak, and scooters should be able to follow the firebreak after TP 219 for another hundred yards or so until the surface becomes too marshy.

The rest of the trail (south from TP 219) is too narrow and tilted for scooters but should be accessible to most people with mobility concerns if the seven rather tall stairs at a bridge are not

a concern. Also, the entire trail (out and back) takes 1.8 miles and does have some ascents, descents, and sideways tilts which can be challenging to many hikers with mobility problems.

About 185 yards south of the bridge is a site overlooking the northern edge of the Sea Ranch Lodge and the Black Point Public Access Parking, with beautiful coast and ocean views to the west and the north. The Sea Ranch directors approved a *rest/view log* here in April 2024, although Facilities & Resources has not yet actually installed the log. But the views are certainly there. Another *rest/view log* – actually a bench, 19 inches high – can be found about two-thirds of the way to the end of the trail. It affords great views to the west and south, along with a place to sit down. Finally, hikers who get all the way to the end of the trail – which is actually a few yards south of the “END OF TRAIL” sign, will be rewarded with a close-up view of a seasonal waterfall, along with other places to sit and rest before turning back.

Value – 9

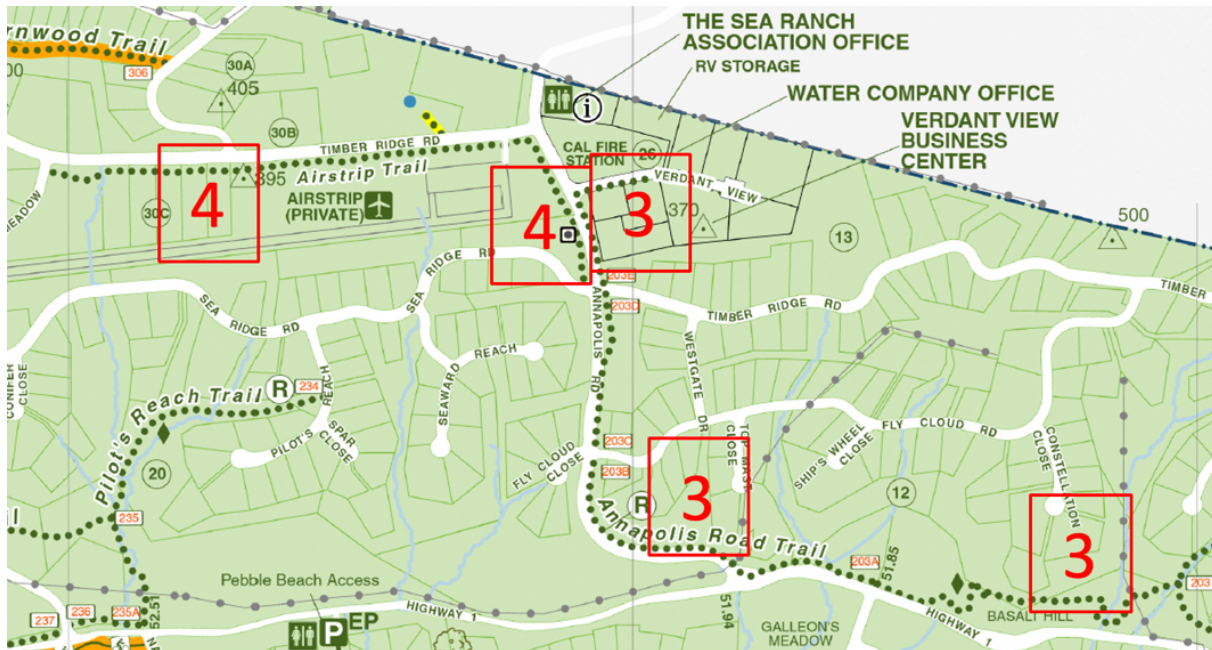
## 2 Bobcat Trail, TP 201 (Moonraker Road) to TP 212 (Indian Close), etc. (about 2.00 miles)

This entire trail – except for TP 215 to TP 216, which does not go anywhere interesting -- is *inaccessible to mobility scooters* because of elevation change, steepness, narrowness, and occasional sideways tilt and stairs. It is also *very challenging for most others with mobility issues*, except that anyone who can descend the six steps down from Crow's Nest Drive at TP 204 can be treated to about 160 yards of a trail through beautiful redwoods.

A 22-inch high log about 140 yards north of that trail post has been approved to be a *rest/view* log where hikers can sit a spell while enjoying the magnificent redwood views. Further up the Bobcat Trail, at the bottom of a series of 13 stairs just below TP 213 is another approved *rest/view log* site, with nice forest views. Finally, there is another *rest/view* log site about 100 yards west (downhill) of TP 210 on the southern leg of the Bobcat Trail. The views here are not as good, but a place to sit and rest can be most welcome, since the trail up from TP 212 is quite steep.

Value – 8

### 3 Annapolis Road Trail, TP 203 through TP 203E and on to Verdant View and Timber Ridge Road (1.38 miles)



Only the easternmost part of the trail, from Timber Ridge Road and from Verdant View to TP 203E, is usually accessible to wheelchairs. This part of the trail is flat and has good views of the airstrip, as well as Architecture/Landscape Marker 20-32, *The Sea Ranch Airstrip*.

West of TP 203E the surface becomes rougher but should still accommodate most scooters at least down to where the trail enters the woods, and probably for the next 75 yards or so, despite some roots, sideways tilt, and downward slope *although going back could be a problem for underpowered scooters*.

The remaining 55 yards or so to TP 203C (Fly Cloud Road) are probably too steep (and with some sideways tilt) for scooters, after which the seven steps down to Fly Cloud Road are definitely a scooter-barrier. However, hikers with mobility issues but who can negotiate those stairs should be able to get from TP 203D to TD 203C.

After that, scooters are probably OK for the 130 yards west (downhill) from TP 203B, despite some sideways tilt and quite a few bumps, to an overlook with glorious meadow, coastal, and ocean views, albeit with traffic noise from the vehicles coming up Annapolis Road. (But BEWARE, returning uphill from this overlook to TP 203B could be beyond the capability of some scooters.) A *rest/view log* has been approved for this site, although it has not yet been installed. Then the trail gets too steep for



scooters, and somewhat challenging for some hikers with mobility concerns. There is also a narrow bridge further on, after which the trail goes uphill, then down again.

The trail segment further west that parallels the highway is flat but accessing it from the highway is impossible for scooters and is challenging for some others with mobility concerns. Also, the trail soon proceeds steeply up Basalt Hill – impossible for scooters, likely very challenging for most hikers with mobility problems.

Value – 3

#### 4 Airstrip Trail from Annapolis Road to Spring Meadow (about one-half mile)

This trail is flat or only slightly uphill and fully accessible to scooters, although somewhat bumpy. It should be OK for most people with mobility concerns, although the wooden chips on the surface might make access a challenge for some. Proceeding along Timber Ridge Road could be easier, but *considerably more dangerous* because of the vehicular traffic on that road (the 25 MPH limit is frequently ignored).

Value – 3

#### 5 Hot Spot Area, TP 302 to TP 308 off River Beach Road (1.27 miles)



River Beach Road (the only vehicle access to the Hot Spot area) is generally open to motor vehicles only from the Memorial Day weekend through Labor Day; the motor vehicle barrier also keeps out wheelchairs and mobility scooters. However, Ranchers who want to drive (or scooter) down to the picnic area can contact the Association office and ask for the code that unlocks the combination lock. You will usually be allowed access unless F&R is working in the area or the parking/picnic area is

flooded or threatened therewith.

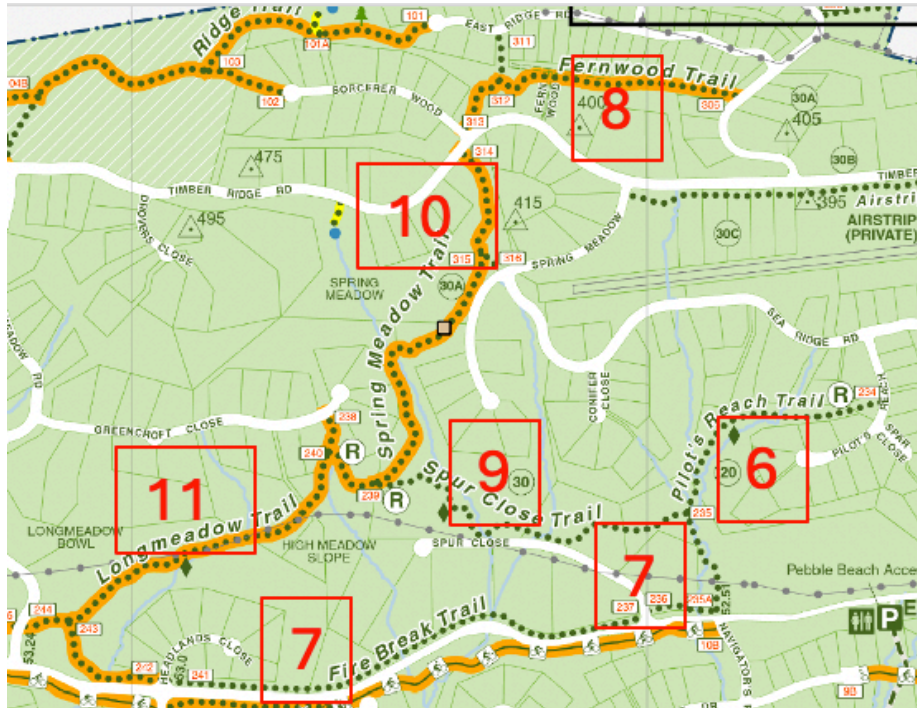
The first trail off River Beach Road runs north from TP 304 to TP 307 and provides access to wonderful redwood views for both scooter-users and others with mobility issues, although the northernmost part of this trail (just before TP 307) can be under water in the rainy season.

The *San Andreas Fault Interpretive Trail (SAFIT)* runs between TP 305 and TP 307 and shows the effect that the 1906 earthquake had in the area, but is not accessible to scooters because of roots, narrowness, and sideways tilts. Some others with mobility issues might have trouble here -- but it's certainly worth a try.

At the far end of the SAFIT (TP 307), the trail down to TP 308, the picnic area and the river's edge is much too steep, narrow, and tilted, not only for scooters but also for almost anyone else with any type of mobility concerns. BEWARE!

Scooter-users can, however, park their cars at the SAFIT parking area just east (downhill) of TP 305 and use their scooters to go downhill along the former road (now closed to motor vehicles) toward the

Gualala River. The chain barrier between the parking area and the road can be lifted easily to allow scooter access.



Scooter-users should not, however, go down the former road unless they are certain their scooters have enough power to get them back up! Instead, they can take their cars all the way down River Beach Road to the picnic area to park.

The trail north from the parking/picnic area is broad and flat – likely flat enough even for manual wheelchairs. And it is perhaps the most beautiful trail on the

entire Ranch, with gorgeous redwoods to the west, the Gualala River to the east. Scooters and even manual wheelchairs (perhaps with a push) can follow this trail from the vehicle barrier at the northern end of the parking/picnic area about 240 yards to TP 308 and then 90 yards further north to a narrow bridge. Other hikers with mobility concerns can go 50 yards further until the trail starts up a very steep hill.

The trail down from TP 303 to TP 302 is wide and smooth (covered with wood chips) but quite steep – too steep for scooters, and probably too steep for most hikers with mobility issues. Best to use Deep Woods Road.

Value -- 9

### 6 Pilots Reach Trail, TP 234 (Pilot's Reach) to TP 235A (Highway 1) (0.47 miles)

This trail is inaccessible to wheelchairs and scooters because of its steepness, and somewhat challenging to anyone with mobility issues because of its steepness and elevation change. The section from TP 235 to TP 235A is much flatter, so generally accessible to scooters, but not very scenic. Also, accessing this trail from the highway can be challenging. The direct highway access (at TP 235A) actually unofficial (not part of The Sea Ranch trails system); it is also quite steep, and a stumble when going downhill could put you on the highway directly in front of approaching traffic. A better route is from TP 236 on Spur Close, but even this could have some challenges (soft soil, short up-and-down) for scooters and perhaps for some people with mobility problems.

Value -- 3

### 7 Firebreak Trail, TP 235A (Pilot's Reach Trail) to TP 243 (Longmeadow Trail) (0.67 miles)

This trail parallels Highway 1 and is generally flat and relatively smooth, so OK for mobility scooters, except for several spots between TP 242 and TP 243 that can be very soft during the rainy season and possibly for many weeks thereafter. Pleasant views of High Meadow Slope, but traffic noise.

Value – 2

### 8 Fernwood Trail, TP 306 (River Beach Road) to TP 313 (Sorcerer Wood/Timber Ridge Road and TP 311 (East Ridge Road) (0.38 miles)

This trail is generally flat and relatively smooth from TP 306 to TP 312, except for some roots and one significant sideways tilt near TP 312. The trail affords delightful forest and pocket meadow views, but two of the roots could provide challenges for those traveling north to south. Parts of the trail, especially the 240 or so yards north of TP 306, should be OK for wheelchairs, at least in the dry season, but portions of the trail can get quite sloppy during the rainy season.

The route down from TP 312 to TP 311 (East Ridge Road) is too steep and uneven for scooters, and perhaps even for some other people with mobility problems. Scooter access is also barred by two small but deep transverse ruts just south of TP 312.

Value -- 4

### 9 Spur Close Trail, TP 235 (Pilot's Reach Trail) to TP 240 (Longmeadow Trail) (0.51 miles)

This trail has expansive ocean views near its top end but is too steep, narrow, and tilted for wheelchairs and scooters, and a likely challenge for most other hikers with mobility concerns. There are two *rest/view logs*, one just south of TP 239 (great ocean views to the west), and one just north of that trail post (great views both to the west and the north) where hikers can rest and take in these views.

Value -- 3

### 10 Spring Meadow Trail, TP 314 (Timber Ridge Road) to TP 239 (Spur Close Trail) (.51 miles)

From TP 314 to TP 315 this trail is smooth and relatively flat, accessible to both wheelchairs and scooters, as it meanders through a pleasant forest. After TP 315 is a short (20 yard) but steep uphill – perhaps too much for some scooters, then a gentle downhill, passing Historical Marker 30A-22, *World War II Radar Station*, with views of the airstrip to the south. But the significant sideways tilts here render this part of the trail too dangerous for scooters, and perhaps a problem for some others with mobility issues. The trail can also be sloppy here during the rainy season.

As the trail approaches its terminus at TP 239, it gives rise to magnificent ocean views but also to even more serious sideways tilts. At TP 239 the trail ends at the Spur Close Trail (which itself is impassible to scooters, and a challenge for others with mobility issues, in both directions), which in turn runs into the Longmeadow Trail just below Greencroft Close.

The connector from TP 316 (Spring Meadow [Road]) to TP 315 is very smooth but uphill and might be too steep for an underpowered or overloaded scooter.

Value – 4

[11 Longmeadow Trail](#), TP 238 (Greencroft Close) through TP 244 and TP 255 (Longmeadow Road) to TP 252 (Hugal Ravine Trail) (1.23 miles)

This trail can be regarded as three separate ones. (A) From Greencroft Close down towards Longmeadow Road the trail offers beautiful ocean views over Longmeadow Bowl and Longmeadow Meadow and to the ocean beyond – but, alas, is inaccessible to mobility scooters because of its steepness and sometimes because of its sideways tilt. It is probably accessible to some others with mobility problems but could be a real challenge to others because of its elevation change and length. Great views from the *rest/view log* at TP 240, which is on the Spur Close Trail.

Value -- 7

(B) From TP 243 north to TP 247 the trail runs between the highway and the equestrian pastures, affording pleasant meadow views but with traffic noise. The trail here is generally flat and accessible to scooters, but somewhat bumpy (*very bumpy near TP 247*), with at least one section that gets very sloppy (thus inaccessible to scooters) in the rainy season.

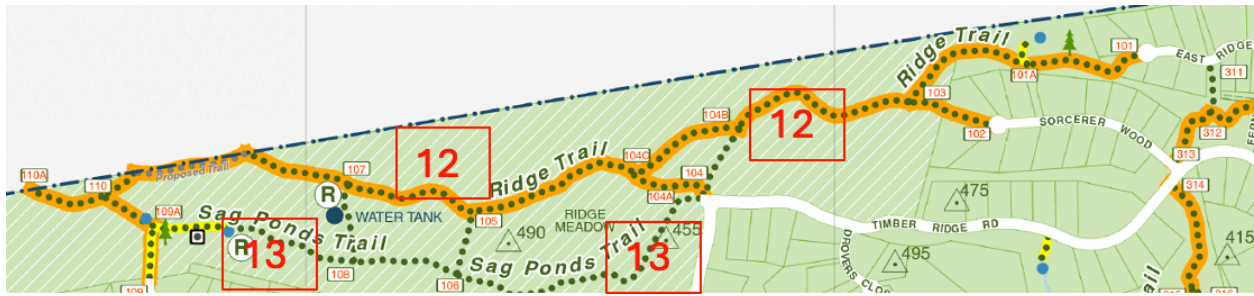
Value – 3

(C) At TP 247 the trail goes through a gate intended for cars and equestrians and east through a hedgerow, then at TP 248 another gate for equestrians. A scooter can get through these gates with help from a companion, but the trail beyond becomes very bumpy and tilted – **NOT recommended** for most scooters, although possibly navigable (when dry) by powerful and very stable scooters. And this part of the trail tends not to dry out before August!

Most others with mobility issues should have no problems with the trail as it proceeds uphill through Stable Meadow, passing Historical Marker 40-20 (*Knipp-Stengel Area, 1859-1904*) and finally ending at a *rest/view log* (19 inches high) and another Historical Marker (*40-19, Hugal Ravine*), with some very pleasant views over the stables and Stable Meadow to the ocean beyond. Beyond the *rest/view log* are paths – inaccessible to scooters -- to the north and northeast that connect to the Hugal Ravine Trail. The north route steep and narrow, the northeast route narrow, bumpy and tilted, but most hikers with mobility concerns should be OK on both paths.

Value – 6

[12 Ridge Trail – southern section](#), TP 101 (East Ridge Road) and TP 102 (Sorcerer Wood) to TP 110 (1.85 or 1.58 miles)



The Ridge Trail is a former logging road, generally more than 10 feet wide, and with a much harder surface than most Sea Ranch non-Bluff trails. It leads to (and through) views of beautiful redwoods and other trees. It should be accessible to mobility scooters, and substantial parts to manual wheelchairs, despite various problems such as lengthy longitudinal slopes (which most mobility scooters should be able to navigate but *can use up battery power very quickly*). Also, during the rainy season and sometimes for many weeks thereafter, a few sections can have sloppy spots that could prevent access.

A *rest/view log* has been approved (in April 2024) at TP 107, but not installed.

There are two potentially troublesome parts in this section of the Ridge Trail. The *first* is on the hypotenuse of a small triangle of trails just east of TP 104 (Longmeadow Road/Timber Ridge Road). That trail segment has a small section that combines longitudinal slopes and sideways tilts with roots in the middle of the trail. Fortunately, this “hypotenuse” segment should be negotiable via scooter, but it can be avoided entirely by using the other two sides of this triangle of trails. The *second* is just 50 yards south of an unnumbered trail post at the southern end of the above hypotenuse, where there is a pronounced side-to-side dip that some scooters might not be able to negotiate when going either north or south.

At the intersection of Longmeadow Road and Timber Ridge Road at TP 104 is a vehicle barrier that most scooters and wheelchairs should be able to avoid (barely) on its east side where the post is 31 inches from the nearest tree.

Value -- 10

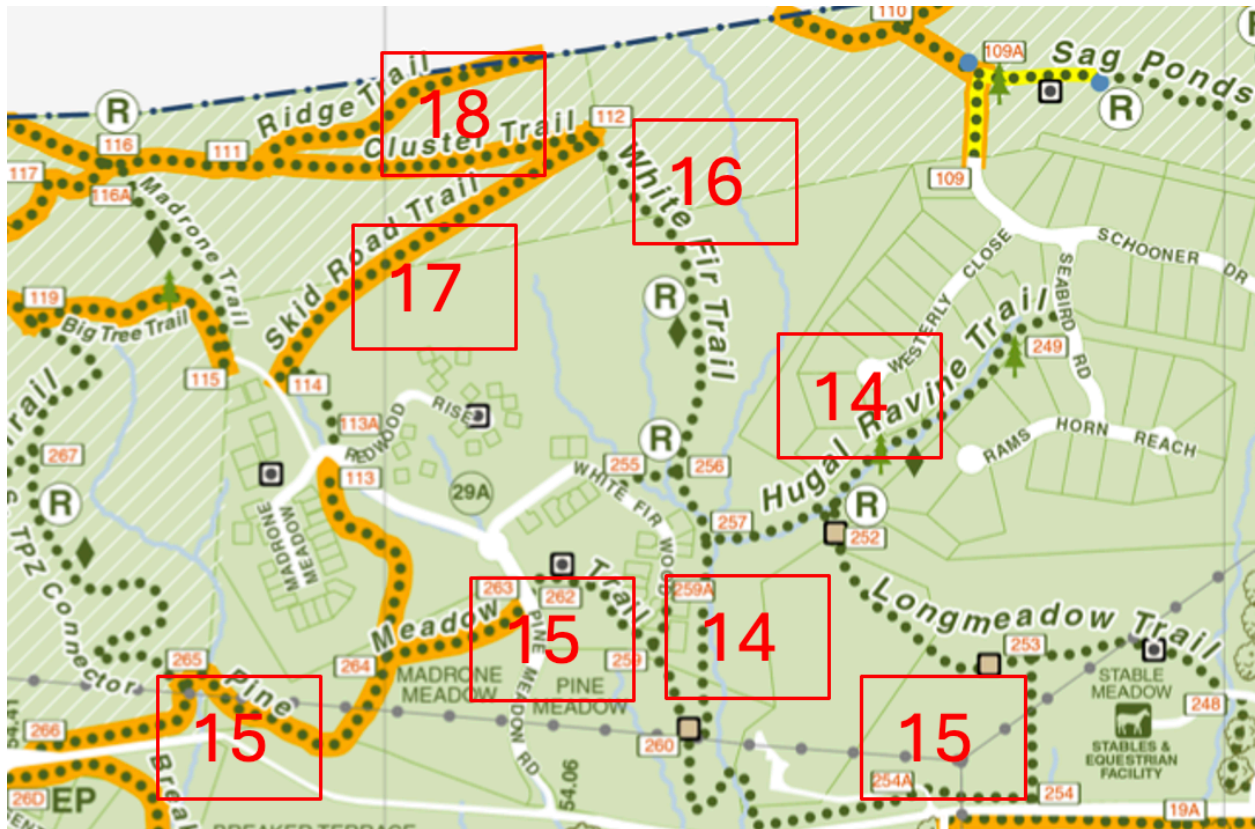
**13 Sag Ponds Trail, TP 104A (Longmeadow Road/Timber Ridge Road) to TP 109 (Schooner Drive) or TP 110 (Ridge Trail) (.76 miles)**

This trail is inaccessible to wheelchairs (and scooters) at its northern end, because of the many roots between TP 109 and TP 109A. However, others with mobility issues should certainly be able to access at least the southern part of the trail, from TP 109 for about 225 yards to a *rest/view log* (15 inches high), at the second sag pond. In route to that log is Architecture/ Landscape Marker 36, *Central Timber Production (CTPZ)*. The remainder of the Sag Ponds Trail should also be accessible to most hikers with mobility concerns, at least up to the very southern end, where narrowness, roots, and steepness (down to TP 104A) could create problems for some.

The two connectors between the Sag Ponds Trail and the Ridge Trail (TP 109 to TP 107 and TP 106 to TP 105) are rather steep – likely too steep for almost all scooters -- but should be accessible to most people with mobility problems.

Value – 8

14 Hugal Ravine Trail, TP 249 (Seabird Road) to down to TP 257 (Pine Meadow Trail) (0.51 miles)



This trail is too steep, narrow, tilted, and rooty (yes, that is a word) for scooters and a *definite challenge for many others with mobility issues* – a real shame, as it is one of the most beautiful trails on the Ranch – a steep canyon amidst the redwoods. Might be worth a try anyway for hikers not using scooters, but with a walking stick and, preferably, a companion to help if necessary. In the middle section of the trail are several logs, ranging from 15 inches to 26 inches high, that can be used as resting places. The trail turns left (west) at TP 257 and climbs up to its terminus at TP 260 on the Pine Meadow Trail. The TP 57 area is in a very peaceful and beautiful one – redwoods and other trees all around, plus a small creek, where a *rest/view log* has been approved but not yet installed. Unfortunately, the 2024 Trails Map shows this *rest/view log* as just east of TP 256 (on the White Fir Trail), instead of at TP 257.

Value – 9

15 Pine Meadow Trail, TP 253 (Longmeadow Trail) through TP 262 and TP 263 to TP 265 (Southern TPZ Connector) (0.80 miles)

This trail starts at TP 253 on the Longmeadow Trail and can thus be accessed from that trail. From TP 253 to TP 254 the trail runs gently downhill to the fence that separates the stables area from the highway (going *up* the hill could be a problem for some scooters, especially if the ground is at all wet). The trail then parallels that fence to TP 254A.

TP 254A is a better place to access the Pine Meadow Trail from the south, since it is just across the highway from the road that leads to the Knipp-Stengel Barn and the Ohlson Ranch House. The trail goes north along the fence for a few hundred yards, gently sloping downhill, but very soon after it turns away from the highway the trail becomes quite steep. **Going north, the uphill slope is likely too much for all but perhaps the most powerful scooters; going south, the downhill slope is likely too dangerous for all but the most stable scooters.** In both directions, this slope is **likely a challenge for most people with mobility issues.**

The slope becomes much gentler at TP 260 (the site of Historical Marker 40-19, *Hugal Ravine*) and almost flat at TP 259A, the end of White Fir Wood – *a much better place to access the Pine Meadow Trail.*

From TP 259A through TP 259 and over to TP 262 on Pine Meadow Road, the trail crosses Pine Meadow, with nice meadow and ocean views, along with good views of the Cluster Houses. The trail here is quite flat, except for some sideways tilts that could cause problems for some scooters, especially near TP 262. This part of the trail can also be sloppy during the rainy season. Just before TP 262 is Architectural/Landscape Marker 29A-38, *White Fir Wood Cluster.*

At TP 263 (Pine Meadow Road) is a 4- to 5-inch curb that probably denies access to most scooters, then an uphill slope through Madrone Meadow to TP 264. The slope is substantial but can likely be negotiated by most scooters except when the trail's surface is wet.

From TP 264 the trail that goes uphill is part of the *20 Madrone Trail* (see below).

From TP 264 the Pine Meadow Trail goes downhill to the Southern TP Connector at TP 265, but you would have to turn around there, since the Southern TPZ Connector is inaccessible to wheelchairs and scooters, and a real challenge for others with mobility concerns (steep and with significant sideways tilts), while the transition to Highway 1 at its downhill end (TP 266) is also quite steep. Also, the section paralleling Highway 1 gets extremely sloppy during the rainy season and remains so for quite a few weeks thereafter. So, it's best for most people with mobility concerns to avoid the Pine Meadow Trail west of TP 264.

Value – 3

### 16 [White Fir Trail](#), TP 117 (Cluster Trail) to 257 (Hugal Ravine Trail) (0.37 miles)

This trail goes through very pleasant woods, but most of it is much too steep for scooters and *likely a real challenge for anyone with mobility issues* because of its elevation change and steepness.

A *rest/view log*, 22 inches high, about halfway up the eastern part of the trail, provides a very welcome opportunity for resting. Another *rest/view log* is scheduled to be installed just above (east of) TP 256.

Hikers can leave (or join) the White Fir Trail by taking the short (.04 miles) connector from TP 256 to White Fir Road at TP 255 and walking up (or down) a few stairs. However, the section from TP 256 down to the Hugal Ravine Trail at TP 257 is exceptionally steep and tilted. *Beware!*

Value -- 3

[17 Skid Road Trail](#), TP 112 (Cluster Trail, White Fir Trail) to TP 114 (Pine Meadow Road) (0.31 miles)

This trail starts at Pine Meadow Road, at a place where the road is so steep that trying to negotiate a wheelchair or scooter there would be **quite dangerous**. Most of the remainder of the trail up to TP 112 would also be beyond the capability of some scooters but should be OK most others with mobility issues and is a very attractive trail through the woods. Best for scooters to access the Skid Road Trail from the Ridge Trail and Cluster Trail, as described in **A long and beautiful three-quarters loop for the intrepid scooterer**, below.

Value -- 7

**A long and beautiful three-quarters loop for the intrepid scooterer:** Park your car just north TP 122 and proceed along the Ridge Trail – with an able-bodied companion -- south all the way to TP 116, then bear right on the Cluster Trail to TP 112. This trail is somewhat bumpier than the Ridge Trail but should still be OK, although the southernmost end is downhill and narrow in spots, making it more challenging – *a strong reason why anyone using a scooter should be accompanied by an able-bodied person and have a mobile phone that can contact 9-1-1 or Sea Ranch Security in case of a tip over or the like*. At TP 112, be sure to turn right onto the Skid Road Trail, since a left turn would put you on the White Fir Trail, VERY steep. The Skid Road Trail is much more attractive than its name might suggest. It will take you through beautiful redwoods to the top part of the Pine Meadow Road.

Stop here, since the Pine Meadow Road is too steep to negotiate, even though it is paved. Instead, congratulate yourself on covering 1.23 miles via scooter and wait for your companion to walk back to the car up on Timber Ridge Road. The shortest routes back would be via the Madrone Trail to TP 116 (.16 miles) or via the Big Tree Trail to the Tank Road Trail and up to that same trail post (.31 miles). Then go north on the Ridge Trail and back to the car, another .55 miles. **WARNING:** Both the Madrone Trail and the Big Tree Trail have some very steep uphill sections. These can be avoided only by walking back up the Skid Road and Cluster Trails to TP 116 and then back on the Ridge Trail to the car.

Value – 9

[18 Cluster Trail](#), TP 112 (Skid Road Trail, White Fir Trail) to TP 111 (Ridge Trail) (0.25 miles)

This trail is generally flat (but rather bumpy) from the Ridge Trail to TP 112, except for a steeper, rougher patch (*which should be safe for scooters if approached with care*) starting about 125 yards south from TP 111. Attractive forest atmosphere but can be somewhat sloppy during the rainy season. There are two logs beside the trail that can serve as resting spots – one is about 50-55 yards south of TP 111, 16-inches high; the other is about 15 yards east of TP 112, 15-inches high.

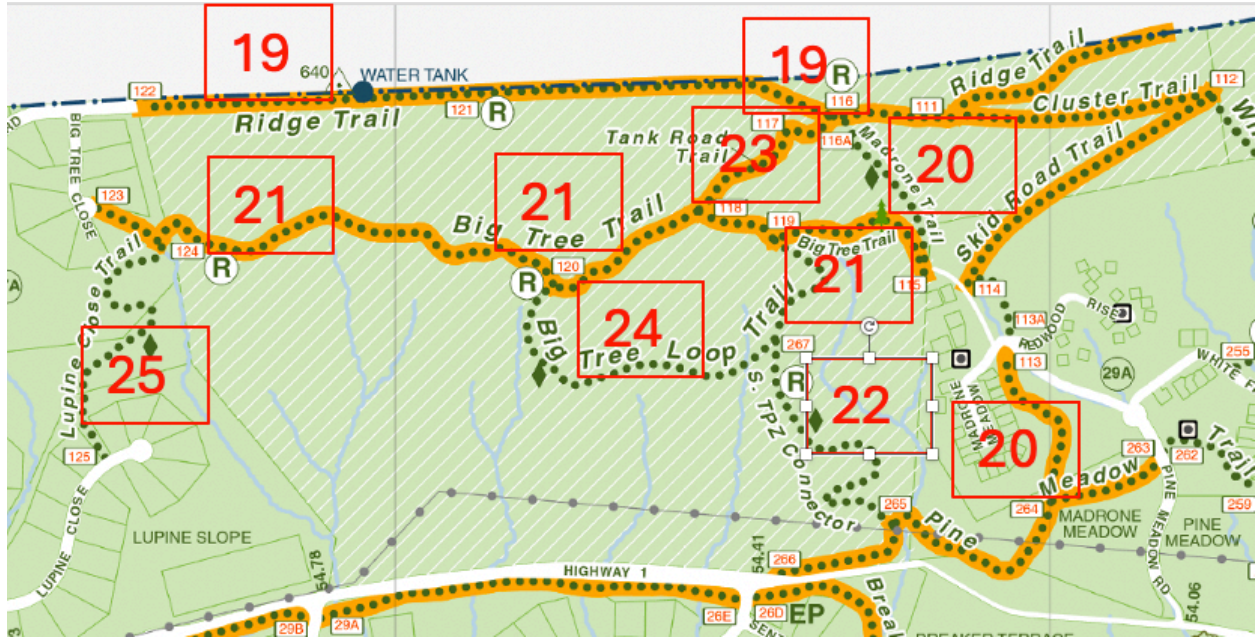
The steeper section noted above could be a real challenge for some scooters when going back uphill. Consider instead proceeding down the Skid Road Trail from TP 112 to TP 114 on Pine Meadow Road and having a companion meet you there. See **A Long and Beautiful Three-quarters Loop for the Intrepid Scooterer**, just above. The entire Cluster Trail should be OK for most people with other mobility



concerns but do be careful not to bear left at TP 112, since that would put you on the White Fire Trail (see above), which is very steep.

Value – 6

### 19 Ridge Trail – northern section, TP 111 to TP 122 (.67 miles)



*The entire Ridge Trail provides the greatest forest experience on the Ranch for users of wheelchairs and scooters. The northern section has the longest portions accessible to scooters (with some parts OK even for wheelchairs), although the views along the southern section are a little more beautiful.*

The northern section starts at TP 122, on the section of Timber Ridge Road that can be reached by vehicles only via Deerfield Road (which leaves Highway 1 at mile marker 55.03). This section of the Ridge Trail is quite smooth and proceeds gently uphill for about 225 yards to a large water tank, so smoothly that manual wheelchairs can probably access this area (probably with a push). The trail then proceeds downhill through TP 121 (a little less gently and smoothly and with a little more sideways tilt) to TP 116 and on to TP 111. Manual wheelchairs may be able to access the Ridge Trail all the way to TP 111, a distance of two-thirds of a mile.

A few yards south of TP 121 are a bunch of roots all across the road, but these roots should be negotiable by all scooters and likely even by wheelchairs, perhaps with help.

*Rest/view logs have been approved but not yet installed just south of TP 121 and at TP 116.*

From TP 116 you can get to the *Cluster Trail*, *Tank Trail*, *Big Tree Trail*, and *Madrone Trail*. Some parts of some of these trails are usually accessible by scooters and sometimes even by wheelchairs. See those entries above and below.

South from TP 111 the Ridge Trail is somewhat rougher, descending a very long downhill onto non-Sea Ranch lands – where access by Sea Ranchers or their guests or renters would be **trespassing** -- before

ascending several shorter but steeper uphill sections that are back on Sea Ranch lands – and that lead to the southern section of the Ridge Trail, described above.

Value -- 9

[20 Madrone Trail](#), TP 116 (Big Tree Trail, Tank Road Trail, Ridge Trail) to Pine Meadow Trail (TP 264) (0.16 miles)

The first 70 yards west from TP 116 (where a *rest/view log* has been approved but not yet installed) are relatively flat and smooth, OK for scooters and probably even wheelchairs, but the trail becomes *very steep* after that, down to TP 115, the top of Pine Meadow Road. The trail then descends on that road – *very steeply* -- to TP 114, where it follows a dirt path, almost as steep, back to Pine Meadow Road at TP 113A. Cross the intersection of Pine Meadow Road with Redwood Rise and with Madrone Meadow (both are short, paved roads) to TP 113, where the trail goes over a 5-inch curb and proceeds slightly uphill through some pleasant woods but with some roots and sideways slopes, coming out at the top of Madrone Meadow (beautiful ocean views). The trail then goes downhill to TP 264 on the Pine Meadow Trail.

From TP 113 you can walk a few yards north on Madrone Meadow (as noted above, a short, paved road) to see Architectural/Landscape Marker 29-37, *Madrone Cluster*. You can also walk a few yards on Redwood Rise (another paved road, slightly longer) to see Architectural/ Landscape Marker 29-39, *Walk-in Cabins*.

The sections above TP 115 and between TP 114 and TP 113A are much *too steep and/or narrow* for scooters, and likely a real challenge for others with mobility issues. The section between TP 113 to TP 264 has that high curb but should otherwise be OK for scooters despite some sideways tilt, except that the slope might be too difficult when going uphill.

Value – 6

[21 Big Tree Trail](#), TP 115 (Pine Meadow Road) to TP 123 (Big Tree Close) (0.79 miles)

This trail has a very attractive “through the woods” atmosphere but varies greatly in accessibility. The section from TP 115 to TP 119 is much too steep (and sometimes too narrow) for scooters, and probably for many others with mobility problems. From TP 119 to TP 118 the trail is less steep -- but far from flat -- yet rather bumpy.

North from TP 118 the trail is so flat and smooth for about 115 yards as to be accessible even for some manual wheelchairs (assuming they can get through all of the Tank Road Trail); after that flat and smooth section, the trail should still be accessible for scooters all the way to TP 120 (about 240 yards) and for about 40 yards after that. However, these sections are really only accessible when dry; rain can make some parts of the Big Tree Trail and especially the Tank Road Trail quite sloppy, even for weeks after the end of the rainy season.

The rest of the Big Tree Trail between TP 120 and TP 124 is inaccessible to scooters and challenging to some others who are mobility-impaired, because of several steep sections (one extremely bumpy because of roots) and elevation change.

There is a *rest/view log*, 17 inches high a few yards south of TP 124; another *rest/view log* has been approved but not installed at TP 120, where the Big Tree Loop Trail joins the Big Tree Trail.

Finally, the connector from TP 124 up to TP 123 (Big Tree Close) is definitely inaccessible to scooters, and likely a real challenge to others with mobility concerns, because of narrowness, steepness, and tree roots. Fortunately, it is rather short (.05 miles).

Value – 5

[22 Southern TPZ Connector](#), TP 267 (Big Tree Loop Trail) through TP 265 (Pine Meadow Trail) to TP 266 (Vantage Road) (0.42 miles)

This trail is much too steep, narrow, and tilted for scooters, a real challenge for others with mobility issues, not the least because of its elevation change.

A *rest/view log*, 19 inches high and 175 yards west of TP 267 provides attractive ocean views – and an opportunity to sit and rest, no doubt appreciated by anyone who has climbed up from Highway One.

Value – 3

[23 Tank Road Trail](#), TP 116 (Ridge Trail, Madrone Trail) to TP 118 (Big Tree Trail) (0.10 miles)

This very short trail is flat and relatively smooth (probably OK even for most manual wheelchairs) for about 150 yards, until a downward slope would make access for wheelchairs (but not scooters) difficult. And getting a wheelchair back up to the Ridge Trail to its northern end would also be rather difficult. A companion who can push any wheelchair here would definitely be a good idea. Also, parts of the Tank Road Trail can be *very* sloppy through the rainy season and even well into the summer.

Value – 1

[24 Big Tree Loop Trail](#), TP 119 (Big Tree Trail) through TP 267 (Southern TPZ Connector) to TP 120 (Big Tree Trail) (0.48 miles)

This trail is too steep for scooters, and a real challenge for others with mobility issues, because of its steepness and elevation change. Great forest atmosphere, though.

A *rest/view log* is scheduled to be installed at TP 120, where this trail joins the Big Tree Trail.

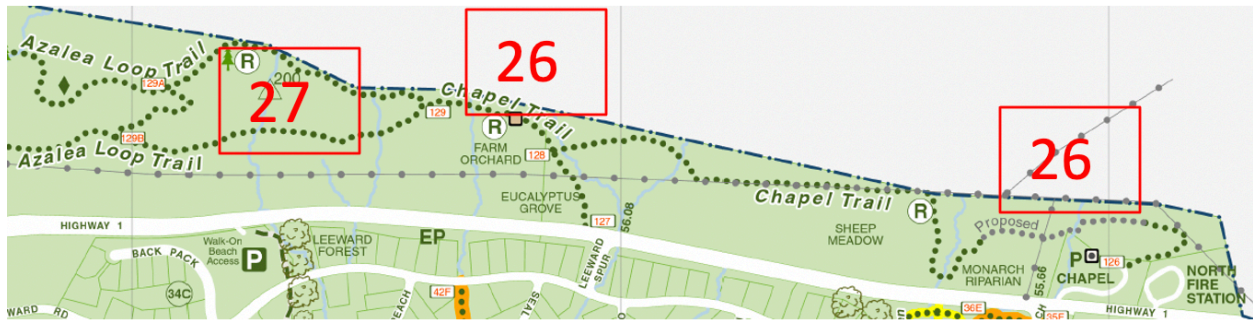
Value -- 4

[25 Lupine Close Trail](#), TP 123 (Big Tree Close) to TP 124 (Big Tree Trail) (0.30 miles)

This trail through the woods is too much too steep and sometimes too narrow and tilted for scooters, a because of elevation change and that steepness a real challenge for most people with mobility problems.

Value – 3

26 Chapel Trail, TP126 (Chapel parking area) to TP 129 (Azalea Loop Trail) (1.33 miles)



This long trail features expansive forest and ocean views along with some wooded passages, but enough parts are too steep, narrow, tilted, and/or bumpy (roots) to make the entire trail inaccessible to scooters, a definite challenge for some people with mobility concerns.

Architecture/Landscape Marker 34B/41, *The Sea Ranch Chapel*, formerly near TP 126, will soon be at the new bridge noted below. Architecture/ Landscape Marker 39B/14, *Bretthacher Home and Orchard Site*, is about 75 yards north of TP 128. There is a *rest/view log* near the trail's southern end (at the southern edge of Sheep Meadow) and will soon be another *rest/view log* near the trail's northern end, next to the Architecture/Landscape Marker 39B/14 noted just above.

Note: This south end of the Chapel Trail is shown on the 2024 Trails Map as *proposed* because Gualala Timber, Inc. (GRT) closed all access to its lands east of The Sea Ranch, and the details for a revised route had not been completed when the 2024 map was printed. The final route varies considerably from the one shown.

The trail starts (as before) at TP 126 just south of the Chapel. It goes southeast and uphill before swinging north and along a new route down to a new bridge across a small creek (usually dry), just north of the Chapel, then crosses a meadow over to a line of trees along another creek (also usually dry) where it reaches the original trail route and continues on north at least a mile to TP 129, where it joins the two legs of the Azalea Loop Trail.

*When traveling south*, you will be on the original route until you get to the small creek (usually dry) just to the north of the words "Monarch Riparian" on the Trails Map. When you get through the trees alongside the south of this creek, bear left (east), not right (west) even though the path to the west has been mowed and can look like an official trail. Take the left leaning path for about 200 yards and you should find yourself crossing a new bridge over another small creek (also usually dry).

The trail then goes southeast and uphill before curving back down to TP 126 just south of the end at the parking area for The Sea Ranch Chapel, a distance of about 400 yards.

This trail is quite long – one and a third miles. Out and back is more than two and a half miles, but *here is a shorter loop*:

Instead of going southeast and uphill from TP 126, walk west along the paved road toward the highway. Turn right (north) just before the highway on an unofficial path to the right about 135 yards to the row of trees – although this path can have some very sloppy spots in the rainy season -- then turn right (east) along the trees about 75 yards until you get to the clearing into

the trees. You are now on the official Chapel Trail. Enjoy it for about a mile until you get to TP 128. Turn right there, go through a eucalyptus grove to TP 127 and come out onto Highway One. But take care with the transition down to the highway. It is short but steep, perhaps a challenge for some hikers with mobility concerns.

Cross the highway – carefully!! – and walk up Leeward Spur to Leeward Road. Walk south along Leeward Road to TP 37C (**OR** walk down Osprey Reach to TP 41B and take the Leeward Meadows Trail south to TP 37C). Continue south on the Leeward Meadows Trail to TP 36C, then turn east a few yards to TP 36D. Here you can turn left a few steps down to a bridge and enjoy all of the *Monarch Glen Interpretive Trail*, coming out at TP 36E. Or you can walk directly from TP 36D east to TP 36E. Now it is just a few yards to TP 35F and Bosuns Reach. Turn left and cross the highway here – again, carefully – and go back to your car.

A further note: When trying to drive to the Chapel parking area for this hike, you may sometimes find the road to the parking area blocked off because a wedding or other celebration is taking place (or scheduled) there. When this happens just park on Bosuns Reach and walk across the highway.

Getting back to the new bridge mentioned a few paragraphs above. You will no doubt notice a path to the right (west) at the south end of this bridge. This path passes very close to the entrance to the Chapel en route to the Chapel parking area, but *this is not an official TSR trail*. It is not even on TSR land. While most days you can take this path, you should understand that The Sea Ranch Chapel Foundation can – and does – deny access to that path when a Chapel event such as a wedding is planned for that day or is in progress.

Value -- 5

### [27 Azalea Loop Trail](#), TP 129 (end of Chapel Trail) to TP 133 (Deer Trail) (1.64 miles)

The section from TP 133 along the dog park south to TP 131 and then into the woods to TP 130 is easily accessible for both manual wheelchairs and scooters. At TP 130 the trail splits; the *south*-leading portion is accessible to wheelchairs and scooters for only about 40 yards, where it comes to a “pinch point” between a tree and the edge of the ravine. **Trying to squeeze by the tree in a scooter or wheelchair could result in a long tumble into the creek.** The *west*-leading portion is accessible to wheelchairs for a few more yards from TP 130, and to scooters for yet a few more (totaling about 50 yards), when it comes to a very steep downhill just before TP 129C.

Although further progress along the Azalea Loop Trail would be too dangerous – or even impossible – for wheelchairs or scooters, *the path that is accessible does allow for some attractive redwood views.*

Others with mobility issues can likely access all parts of the *eastern arm* of the Azalea Loop Trail, with many more beautiful redwoods and several streams, at least as far as TP 129A, where they can turn west across a pleasant meadow and get to the *western arm* of the loop trail at TP 129B, then back to TP 130 (assuming they can negotiate the four steps down to a bridge and the eight steps up on the other side [when walking north]) and then on past the dog park to the vehicle parking area at TP 133.

The *eastern arm* of the Azalea Loop Trail beyond (south of) TP 129A to TP 129 (the northern end of the Chapel Trail) is more challenging (narrowness, with one spot quite steep where the trail climbs up and goes through a small grove of original redwoods, including the “Redwood Survivor,” a large legacy tree

that is awe-inspiring and that somehow escaped lumbering), but this part of the trail should still be negotiable by most people with mobility issues.

A *rest/view log* has been approved for the Redwood Survivor area, but not yet installed.

And to complete the picture, the *western arm* of the Azalea Loop Trail south of TP 129B should be generally accessible to almost anyone with limited mobility, although a few sections of this arm make access by scooters difficult if not impossible.

Value -- 9

### 28 Del Mar Loop Trail, TP 129C (Azalea Loop Trail) to TP 135A (Saloon Trail) (about 0.4 miles)



The southernmost part of this trail runs from TP 129D near the intersection of Highway One and Deer Trail (the road) to TP 129C on the western arm of the Azalea Loop Trail. Access via most scooters would be quite difficult, because of slope, narrowness, and sideways tilt, but most others with mobility issues should have no problem, except perhaps during the rainy season. The trail goes by Historical Marker 39B, *Del Mar Ravine*, but is otherwise not very scenic.

The section of the Del Mar Loop Trail from TP 129E on the south to TP 135A in the north parallels Highway 1 but is completely inaccessible to scooters – on the south by a short but very steep and laterally tilted section up from Deer Trail [the road] and on the north by a short but narrow bridge (24 inches wide, no side rails) just before TP 135A.

The rest of the Del Mar Loop Trail east of the highway (from TP 135A through TP 138 to the golf cart path) is actually part of the Saloon Trail Loop. See below.

All of the Del Mar Loop Trail east of Highway One and north of Deer Trail [the road] should be accessible to the mobility-impaired who are not using wheelchairs or scooters.

Value – 3

### 29 Saloon Trail, TP 132A (Azalea Loop Trail) to TP 143 (Screech Owl) (1.01 miles)

Hikers with mobility concerns but who do not use wheelchairs or mobility scooters should have no problems on this trail or on the Saloon Trail Loop, described below.

TP 133 to TP 139 (West Wind) is generally accessible to mobility scooters, although rather bumpy – despite a 4-inch curb at TP 136 and a 5-inch curb at TP 137 where the trail crosses the Deer Trail

pavement. The short but rather steep hill that one finds about 200 yards north from TP 132A can be avoided simply by using the narrower, unofficial trail that skirts this hill to the west, unless the grass on either side of the trail is too tall and thick. (The official trail was apparently routed up this hill in the 1990s when the top of the hill afforded extensive views to the west – views that have now been obliterated by vegetation.)

The Saloon Trail continues north, crossing Deer Trail [Road] and (over a 4-inch curb at TP 140) West Wind, then through a beautiful redwood grove that is, unfortunately, too narrow in at least spot for wheelchairs or scooters. Access to this grove from the north (TP 141, Halcyon) is also blocked by a short but narrow bridge – its 23.5 inch width is slightly wider than most scooters, but still dangerous to attempt, since there are no side rails. Missing either side of the bridge would result in an overturned scooter. There is also a 4-inch curb at TP 141.

But all is not lost. *Scooters can access the redwood grove simply by turning west off Deer Trail [Road] opposite the driveway at 41270 Deer Trail [Road] and proceeding west about 15 yards. You are now in one of the most beautiful redwood groves on the Ranch. You can proceed about 85 yards left (south) until the trail becomes too narrow, then retrace your steps and go north through the rest of the grove until you get to short bridge that is too narrow (24 inches, no side rails), noted above. Manual wheelchairs can also access this grove from the above driveway but might not be able to go far into the grove because of the deep duff on its surface.*

*A rest/view log is scheduled to be installed near the southern end of the redwood grove, about 75 yards north of TP 140.*

North of Halcyon from TP 142 the trail goes into the woods for a hundred yards or so, then emerges back toward Halcyon for a few yards before turning north across a bridge with 23-inch width and a guard rail on the east side but none on the west side – too dangerous for scooters; the 2-3-inch drop-offs at each end are further barriers.

The section of the Saloon Trail north of this bridge has one slope and some slight sideways tilts. It is a pleasant meander, mostly through meadow, with “back of the house” views of Sea Ranch architecture and can best be accessed by scooters from the north (TP 143, Screech Owl).

Value -- 9 for redwood grove, 4 for remainder

[30 Saloon Trail Loop](#), TP 134A through TP 135A, and TP 138 to TP 137 (Deer Trail [Road]) (.39 miles), with connector from TP 138 to golf cart path (.22 miles)

All parts of this loop should present no difficulties for hikers with mobility concerns but who do not use scooters or wheelchairs.

The trail west from TP 134A to TP 134 (Deer Trail [Road]) would be scooter-negotiable despite some largish roots – except for a 6-inch curb at TP 134. The trail west from TP 135 on the west side of Deer Trail [Road] is also over a curb (4 inches), and beyond that would be scooter-negotiable only for about 90 yards until passage is blocked by three stairs on the north side of a narrow bridge (24 inches, no side rails

This loop can also be accessed from further north on Deer Trail [Road] at TP 137 and from the golf cart trail (which leads to or from the Highway 1 tunnel and the west side of the Del Mar Loop Trail). This part of the Saloon Trail Loop should be scooter-accessible -- but quite bumpy -- from both those ends to and beyond the Historical Marker 34B, *Del Mar Saloon and Store*, about the former saloon/schoolhouse that gives the Saloon Trail its name. However, scooterers need to turn around just before TP135A because of an excessive sideways tilt at that trail post. The Saloon Trail in this area offers pleasant meadow views (Grain Meadow).

Value -- 2

**31 Pomo Creek Trail, TP 144 (Screech Owl) to TP 146 (Deer Trail [Road]) (0.38 miles)**

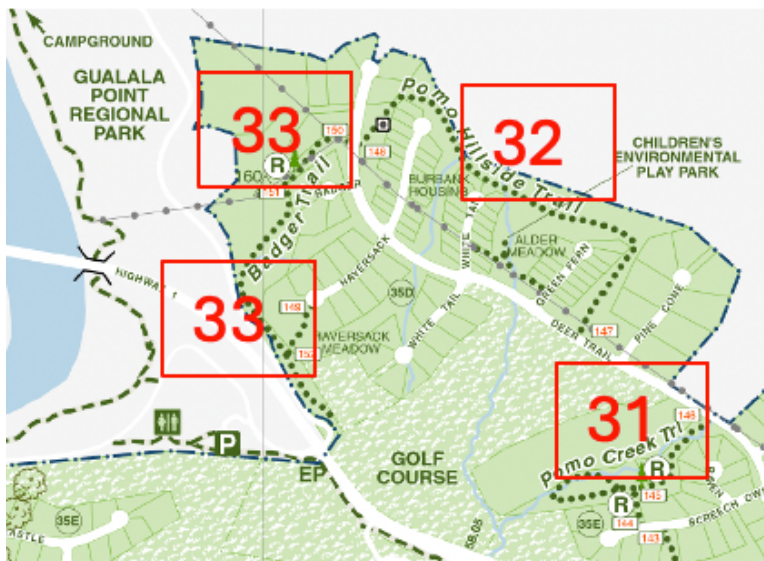
This trail is safely negotiable for manual wheelchairs and scooters only for the 65 yards from TP 144 to TP 145 and a few yards further on (both to the west and to the northeast), where longitudinal slopes, sideways tilts, and narrowness render further progress problematic, even **dangerous**. Be especially careful if trying to follow the route to the left (west) of TP 145, since a largish root at the top of the downhill slope might be easily negotiable by a scooter when going downhill, but much less so when trying to come back uphill.

The route from Deer Trail [Road] (TP 146) is flatter, at least at first, but soon becomes too narrow and then too steep and tilted, and with no place to turn around.

**Best for scooters and wheelchairs to avoid this trail, at least beyond TP 145**, even though the combination of creek and redwoods makes this *one of the most beautiful trails on the Ranch*.

Two *rest/view logs* are scheduled in this area – one 50 yards west of TP 145 and just south of the large pipe through which Pomo Creek flows (gorgeous redwood and creek views looking west), the other about 100 yards east of that trail post (more nice views, this time looking east).

*However, most hikers with mobility concerns but who are not using wheelchairs or scooters should be able to negotiate all parts of the Pomo Creek Trail, except perhaps for the loop that starts a few yards west of TP 145, where many roots and some sideways tilts could be problematic.*



Value -- 10

**32 Pomo Hillside Trail, TP 147 (Deer Trail[Road]) to TP 148 (Deer Trail[Road]) (0.53 miles)**

The first few yards east from TP 147 are quite smooth -- accessible to scooters and probably to wheelchairs – but only if one can negotiate the curb at Deer Trail. However, any scooter or wheelchair accessibility vanishes at a narrow (23.5 inches, no side rails) bridge 120 yards in. The



trail then starts climbing up the hillside about 55 yards east of the bridge.

From *TP 148* there is a short but narrow bridge (23.5 inches, no side rails) at 17 yards. Any scooter that dares to cross this bridge (*NOT recommended*) could go another 55-60 yards until the trail goes between two trees that are only 18 inches apart.

The rest of the Pomo Hillside Trail is rather narrow, with some sideways tilts, and with some steps down to and up from a bridge but should be negotiable by most people with mobility problems. However, the forest here is not as attractive as in many other places on the Ranch.

There is an Architecture/ Landscape Marker 35D-43, *The Sea Ranch Apartments*, 35 yards east (uphill) of the pinch point noted above.

The Pomo Hillside Trail also includes a very short, flat trail from White Tail to Green Fern, 0.20 miles. It is fully accessible to manual wheelchairs but not at all scenic.

Value -- 3

[33 Badger Trail](#), TP 150 (Deer Trail Road) to TP 148 (Haversack) and to Highway One (0.49 miles)

This trail is accessible to both manual wheelchairs and scooters, only from TP 150 to just east of TP 151, but this stretch includes some beautiful redwood views.

A *rest/view log* is scheduled for installation in the redwood grove.

The last 25-30 yards of the trail down to TP 151 are too steep for wheelchairs and scooters, and perhaps a challenge for some others with mobility concerns. The trail beyond TP 151 is actually a service road with a hard and generally smooth surface. It goes through a very pleasant meadow, with distant but very attractive views over the mouth of the Gualala River to the ocean.

The service road can also be accessed from the west through a 33-inch gate from the unofficial parking area across Highway 1 from the entrance to Gualala Point Regional Park.

There are *two other ways* to enjoy the redwoods and the meadow while avoiding the short but steep trail stretch just east of TP 151.

You could continue up Deer Trail [Road], without turning at TP 150, on to the wide and paved driveway next to the sign "42001." Turn left there. When you get to the power lines, bear left (do not follow the second "42001" sign) along the road, which is now gravel. Avoid the "Private Property" sign and the house on the right, and soon you will be beyond the redwoods and on to a meadow. This route will get you to the Highway 1 parking area.

But this route skirts the most beautiful redwoods. To enjoy them, take the Badger Trail west from TP 150, noting the gravel road under the power lines that joins the trail through a narrow gap about 35 yards west from the trail post. Continue on the Badger Trail into and through the redwoods until the trail becomes too steep, then *retrace your steps* out of the redwood grove and back to the gravel road. Turn left (north) there for about 50 yards, where you will come to two roads leading west. Choose the first (gravel) one, not the second (paved) one. Take this gravel road to the left/west, being careful to avoid the "Private Property" sign and house you

will soon see on your right as you leave the redwood grove and come into a meadow and eventually to the gate to the Highway 1 parking area.

There is also a small, unnamed trail from TP 149 (Haversack) to the service road at TP 152. This trail is almost generally flat but somewhat bumpy, with pleasant views over Haversack Meadow.

**For a very pleasant loop through redwoods and meadows and with distant Gualala River views:**

Park at TP 150 on Deer Trail [Road] and walk west to Badger Trail. Continue past TP 151 to TP 152, then turn left (east) on the trail over Haversack Meadow to TP 149, where the trail ends at Haversack (the road). Continue east to Deer Trail, where a left (north) turn takes you back to the car.

If you are in a wheelchair or scooter, or otherwise believe that the slope out of the redwoods and down to TP 151 is too steep, take one of the “two other ways” described above to get you to TP 151, then continue on the Badger Trail to TP 152, where a left turn will take you to TP 149 and to Haversack, then to Deer Trail [Road], and back to your car.

Value -- 6