

CYCLE TOUR CROATIA ISLANDS

Routes/Maps/Download Gps Tracks



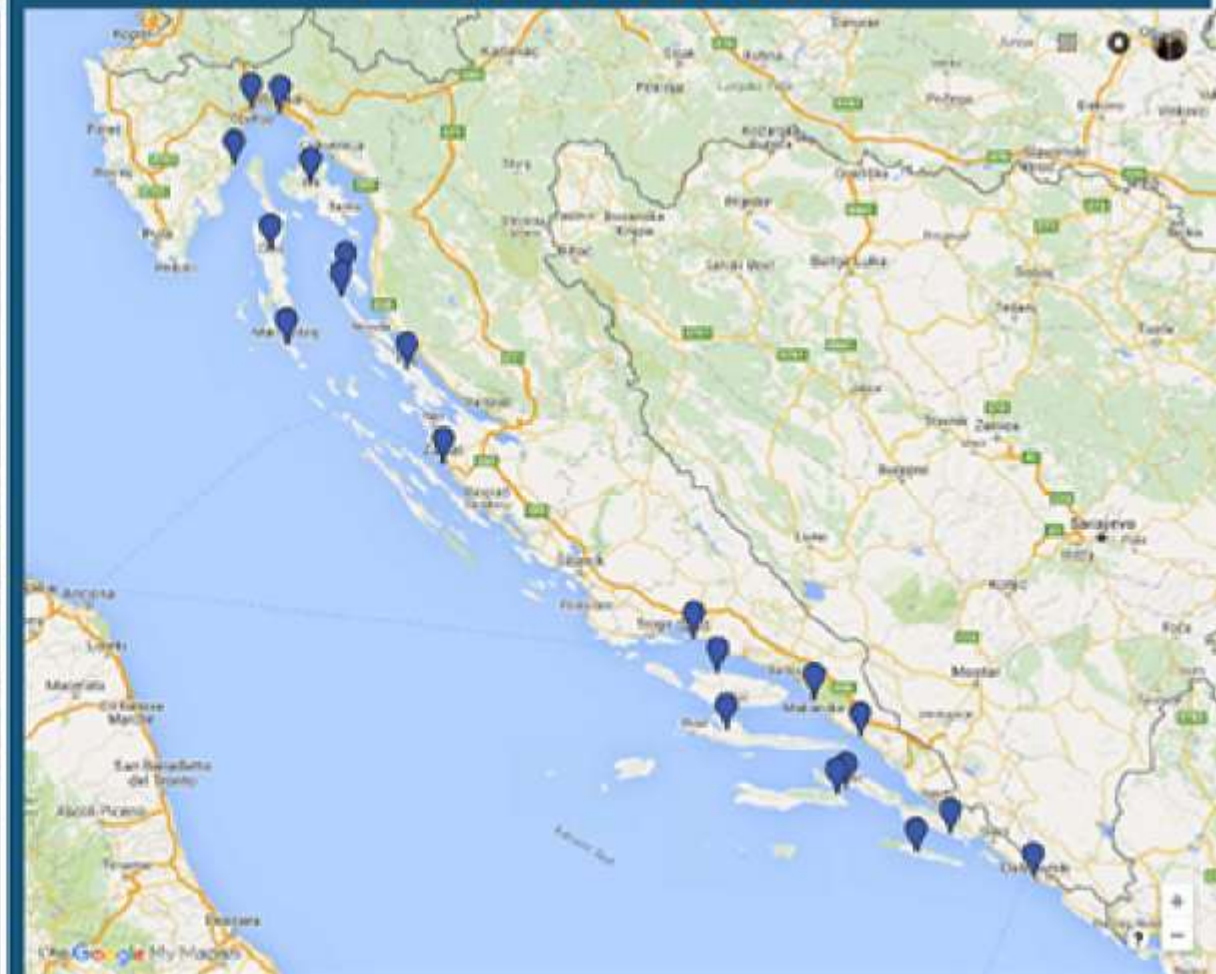
Six Routes

Nine Islands

Istria Peninsula

Peljesac Peninsula

Coastal Mainland



By Anne & Mike Poe

CYCLE TOUR CROATIA ISLANDS

Routes/Maps/Download Gps Tracks

By Anne & Mike Poe

Published by Take A Hike Guidebooks <http://www.Takeahikeguidebooks.com>

Copyright 2016 by Take A Hike Guidebooks

Book Layout and cover design by Anne Poe

Maps created with GPX Viewer

Photography by Anne & Mike Poe

Other Books by Anne and Mike Poe

Cycle Scenic Slovenia Routes/Maps/Download Gps Tracks

On Our Own A Bicycling Adventure in Southeast Asia

Crested Butte Colorado 65 Scenic Day Hikes

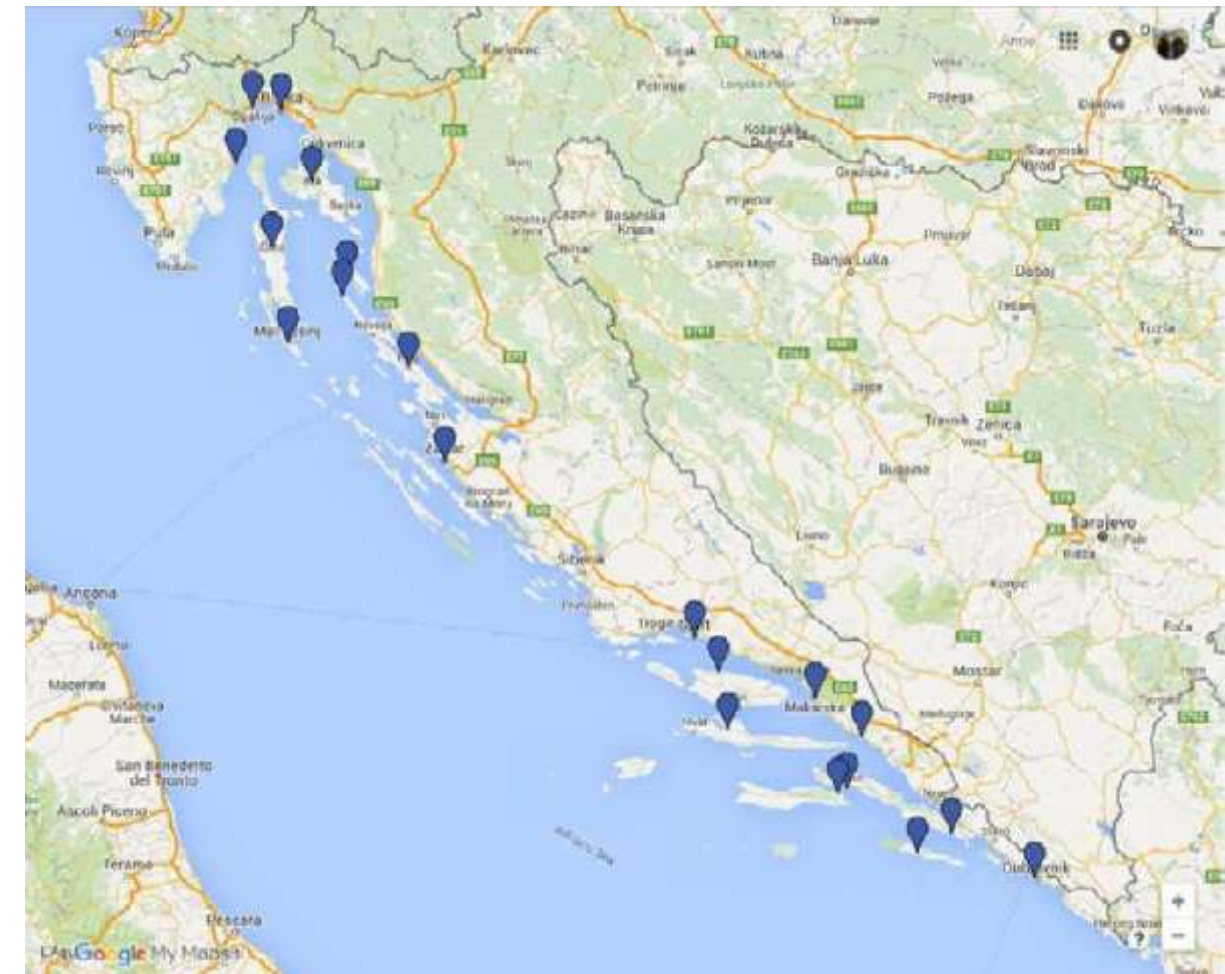
Southwest Colorado High Country Day Hikes Ouray, Silverton & Lake City

Southwest Colorado High Country Day Hikes Telluride

Utah National Parks Arches and Canyonlands Day Hikes

[Printed format available on Amazon.com/books/Anne & Mike Poe](https://www.amazon.com/books/Anne%20%26%20Mike%20Poe)

PDF format available at [www.hikingbikingadventures.com/digital Store](http://www.hikingbikingadventures.com/digital%20Store)



All rights reserved. No part of this book may be reproduced or utilized in any form by any means, electronic or mechanical, including photocopying and recording, or by any information storage or retrieval system, without the prior written permission by the copyright owner.

Table of Contents

Why Did We Choose PDF Format over Kindle or E-Pub	5
Introduction	6
Why this book?	6
Where is Croatia?	6
Why Cycle the Islands of Croatia?.....	7
The Island/Ferry Route Verses the Coastal Route	8
The Croatia Ferry System.....	8
Research Aids.....	8
Islands Overview	9
Southern Section	9
Middle Section on the Mainland.....	9
Northern Section.....	10
Routes Summarized.....	10
Route A-Dubrovnik to Rijeka-South to North.....	10
Route B-Rijeka to Dubrovnik -north to south.....	10
Route C- Northern Islands-Istria Loop-12 to 14 days	10
Route D- Istria Loop to Slovenia and back	11
Route E-One week to two weeks on Brac Island	11
How to Use this Guide.....	11
The Routes Chart.....	11
Book Organization	11
Download Maps & GPX Files	12
Our Equipment.....	13
Bicycles.....	13
Bicycle Equipment	14
Camping Equipment	14
Electronic Equipment.....	14
Route A Dubrovnik to Rijeka	15
Dubrovnik	15
Mljet Island	17

Peljesac Peninsula	21
Korcula Island	29
Brac Island	33
Mainland-Makarska-Drvenik	42
Hvar Island.....	44
Split.....	51
Mainland-Split-Zadar.....	52
Between Zadar-Rijeka.....	54
Pag Island.....	55
Rab Island	62
Krk Island.....	64
Losinj Island	71
Cres Island	75
Istria Peninsula.....	77
Route C-Northern Islands Loop	80
Krk Island.....	81
Rab Island.....	85
Pag Island.....	86
Losinj Island	90
Cres Island	92
Istria Peninsula.....	94
Route D Istria Peninsula into Slovenia and Return	97
Krk Island.....	98
Cres Island.....	102
Istria Peninsula Inland Section.....	105
Slovenia Section.....	111
Istria Peninsula Perimeter	113
Route E Brac Island Hotspots Tour	125
Routes Chart.....	134
Routes Summary	151
Other Books by Anne & Mike Poe.....	160

Why Did We Choose PDF Format over Kindle or E-Pub

Wikipedia describes PDF as the following:

"Portable Document Format (PDF) is a file format used to present documents in a manner independent of application software, hardware, and operating systems. Each PDF file encapsulates a complete description of a fixed-layout flat document, including the text, fonts, graphics and other information needed to display it"

So what exactly does that mean to you, the user of PDF?

It does not matter if you have an Apple computer, Apple phone, or Ipad, a PC computer, an Android Table, or Android phone. A PDF file is readable on all devices. If you rely on a Kindle (or Kindle app) for reading, it supports not only ebooks, but also PDFs. In fact, your Kindle (or Kindle app) has its own email address, meaning you can send any PDF straight to your device just by attaching it to an email.

The same can be said for E-Pub format which is the file format used by Barnes & Noble Nook Reader.

Kindles and Nooks are reflowable, meaning that the text can be fine-tuned to the demands of nearly any electronic reader or to the personal preferences of any human reader: typefaces can be changed, their size adjusted, and other attributes modified. The bottom line is these file formats work well with text because text can be easily manipulated and still remain coherent. The problem occurs with files that have a heavy concentration of images, charts, maps and other graphic content... like guide books!

We published two guide books in Kindle format because we believed exposing them on Amazon would reach a wider market. We have since taken the Kindle guide books out of Amazon. The only Kindle book we still have is our adventure story about cycling in Asia. It has many photos in it, which do not perform that well in a Kindle, but the majority of the book is text...so it works.

We have converted all of our Kindle books to PDF. Our graphic intense printed guide books are now available in PDF format. You won't see these downloadable books in

Amazon as they do not market PDF. So, we have them in our digital book store in our website <http://www.hikingbikingadventures.com/digital-store/> where you can purchase and download all of our books in portable PDF format.

Now, because of PDF format, all the graphics are comprehensible and everything is in rich color...just like our printed copies. We are so excited to be able to offer you a downloadable electronic book with the same quality as our printed books.

That is why you will be reading this book in PDF format.

Introduction

Why this book?

Winter of 2013 we decided to cycle tour in Europe over the summer 2014. We chose to start in Greece and cycle northwards through Albania, and Croatia then decide from there. We did hundreds of hours of research, trying to establish the routes we might take. We found very little information other than commercial bicycle tours. Ferry schedules were out of date. so, we just went without a lot of reliable information.

Once in Croatia, we realized how special cycling the islands was. Hence the idea for this book. As we toured, we collected the kind of data we wished we had when we were making preparations. Our goal was to provide route details including distances, elevations and, gps downloadable files so cyclists could follow a route on a gps device or phone. That is what this book is all about.

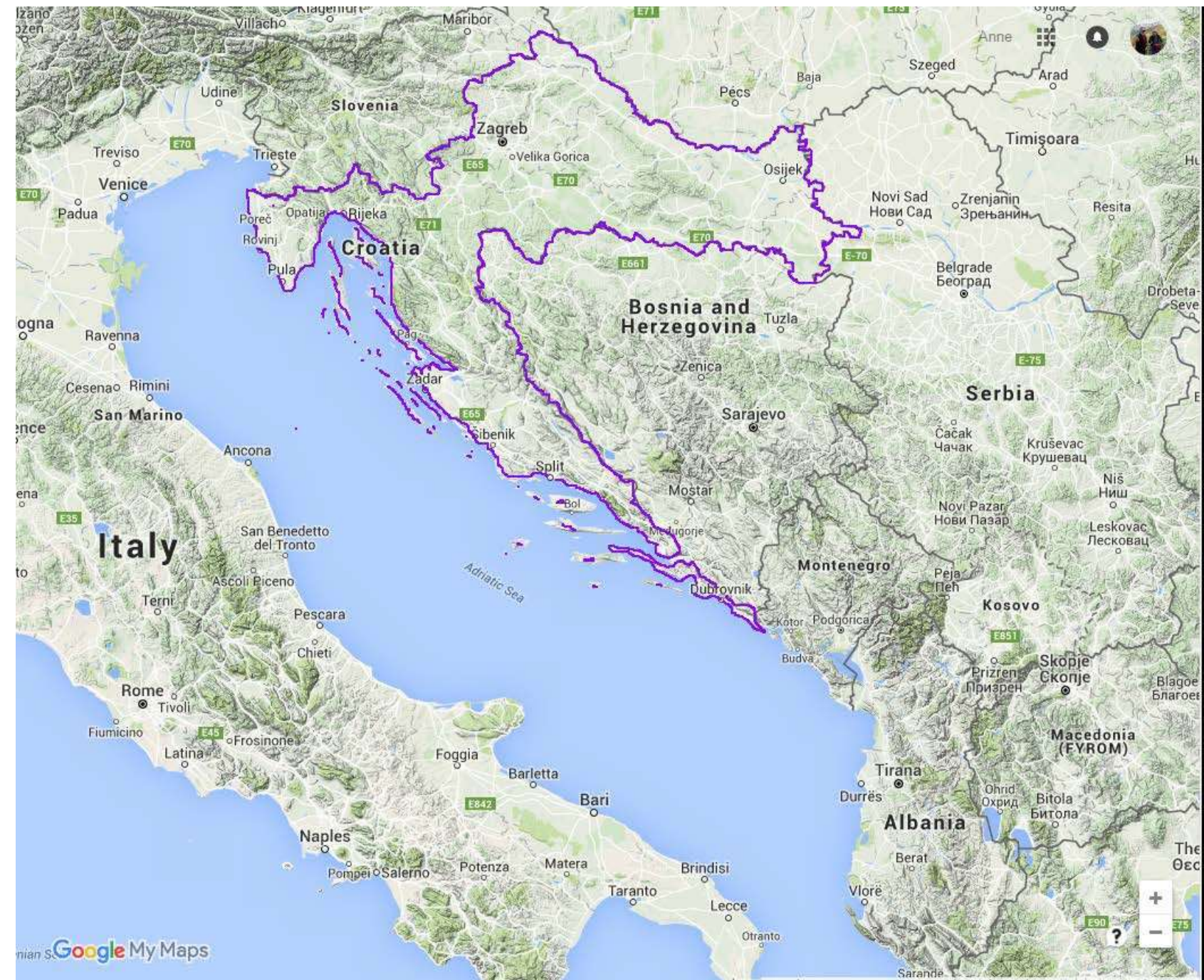
Where is Croatia?

Croatia is one of 7 countries created by the breakup of Yugoslavia after the Yugoslav War. Actually a series of bitter conflicts between the ethnic groups residing in Yugoslavia, the conflict extended from 1991 to 2001. The Croatian War of Independence was fought from 1991 to 1995. In the end, the newly internationally recognized countries were Slovenia, Serbia, Bosnia-Herzegovina, Kosovo, Montenegro, Macedonia, and Croatia.

Croatia manage to keep its former ethnic borders. Its long, scenically rich coastline had been a favorite vacation destination for many Europeans before the war. Money in the form of tourist dollars brought prosperity primarily to this Adriatic coastline. Beautiful beaches, a warmer Mediterranean climate, and tourist infrastructure brought visitors back after the conflict ended.

Today, Croatia is a member of the EU, although it has, at the time of this writing, still not signed the Shengen agreement. The monetary unit is not Euros, but Kuna. When entering the country, there are still border stations where passports are checked.

What does all this mean to us as visitors? The EU and Shengen countries only allow 90 days for USA citizens to stay in all of their countries combined. That's 27 countries! Long distance touring cyclists who have an entire summer to travel must leave the EU, Shengen countries by 90 days after arrival. That is why Croatia, Romania and Bulgaria fit so well into a European long distance bicycle tour. They are not Shengen!



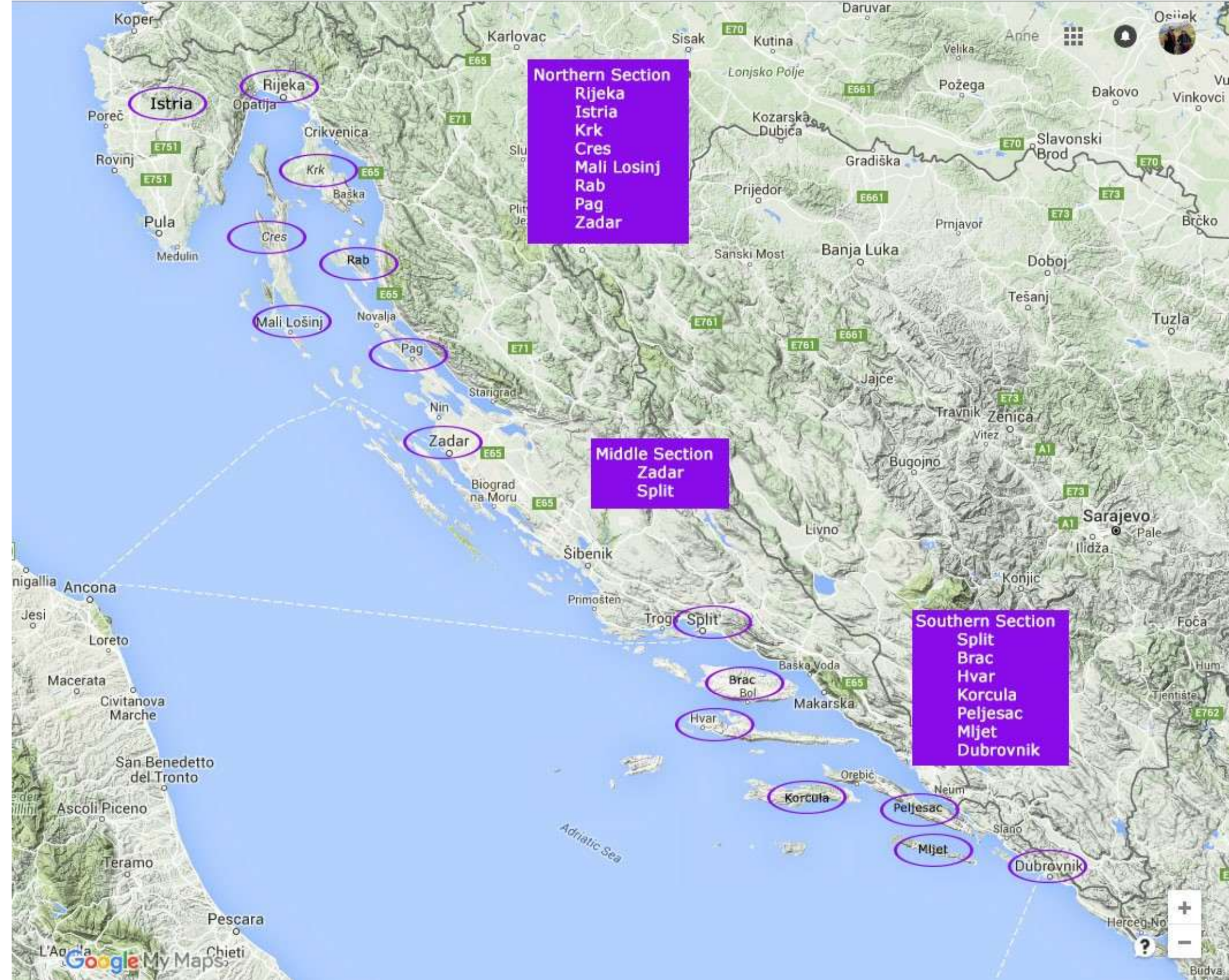
Why Cycle the Islands of Croatia?

There are 1000 Islands in Croatia. Of that number, 66 are inhabited. Cyclists most likely will find that 10 islands fall into a pleasant long distance route between Dubrovnik and Rijeka. These same islands also offer loop rides that can be ridden in a day, and linear routes that connect a few islands that can be ridden in one or two weeks. The aim of this book is to show cyclists a variety of routes that range from one day to a month and more. We have sorted through the logistics so you don't have to. Pick one route or three. The choice is yours; you have the data you need right here.

It is all about riding ferries on turquoise seas, visiting absolutely charming, vibrant seaside towns, splurging on delicious, picked-from-the-garden fruits and vegetables, and indulging on inexpensive wines. There are plentiful seaside camping choices or local apartments with kitchens. There are isolated beaches, populated beaches with all sorts of amenities, all night parties, remote, quiet villages, historic towns, sailing and motor boat rentals and tours, snorkeling, and windsurfing. There are even nudist beaches and nudist camping grounds.

The islands offer peaceful countryside pierced by two lane paved roads with minimal traffic and dramatic vistas. We met cyclists who braved the coastal highway between Dubrovnik and Rijeka. We drove and cycled parts of that highway and cannot in good conscience recommend it for bicycling. There are shorter sections that must be ridden to connect to the various ferries. That, in our opinion, is plenty enough.

The island routes, except for Krk Island, offer peaceful cycling. Even Krk is adding to its network of designated cycle paths which will eventually make the island more cycle friendly. All the others are blessed with courteous drivers and minimal traffic.



The Island/Ferry Route Verses the Coastal Route

In the 1990's the Croatian Ferry system connected Rijeka to Dubrovnik, visiting the most popular islands along the route. Little by little, stops at smaller and even popular islands were cancelled; they simply didn't pay for themselves. The writing was on the wall. On November 6, 2014, the major ferry company Jadrolinija dropped this long distance route for good.

The long distance ferry system provided the easiest and cheapest way to connect the north to the south Dalmatian Coast for 60 years. Why did that change? Sections of the A1 Motorway from Rijeka to Dubrovnik opened in 2007-08. Although not yet complete all the way to Dubrovnik, the opened sections took traffic away from the ferry system bit by bit.

One would think that the A1 highway would also pull traffic off the smaller coastal road E65/8 that links Rijeka to Dubrovnik. But that narrow 2-lane highway services all the beautiful beaches and charming villages that tourists come to see. It is also a major bus route and plenty of local trucks use the route to make deliveries. This would be an ideal cycle route but for the still heavy traffic and no shoulder.

The bottom line is, the coastal road and the motorway are now the preferred commercial and touristic routes between Rijeka and Dubrovnik making cycling them a white knuckle experience. Meanwhile, their popularity took needed business away from the ferries.

The Croatia Ferry System

Even though EuroVelo 8 promotes an inland mountainous route as the official route, island hopping using the Croatia ferry system is slowly peaking interest among long distance touring cyclists. The lack of traffic, historic and charming villages, plentiful camping and lodging, beautiful vistas are reason enough. The catch in the whole plan is the now depleted ferry system. It is not always possible to get from here to there, especially with bicycles. Here are some of the issues that a cyclist should consider:

There are basically two types of ferries: High speed Catamaran and car ferries. Bicycles are not allowed on the catamarans. That means some routes needed by cyclists cannot be used. Cyclists can, however, take a chance on a catamaran based on the following description:

Bicycles are considered cargo and as such shouldn't be allowed to be taken onboard ships sailing on high-speed lines. However, captain has a right to decide (just before departure, based on current situation) if bicycles can be taken aboard and at what cost.

Read more: <http://www.croatiatraveller.com/ferries/Bicycles-Ferries.html#ixzz3wVeUswls>

Since the long distance ferry between Rijeka and Dubrovnik has cancelled, cyclists who wish to ride the entire distance must ride on sections of the 2 lane Highway 8 which has heavy traffic. There is a large gap between Split and Zadar that does not have ferry connections. Cyclists must ride the highway.

Ferry schedules and routes are different when heading south verses heading north. More about this later.

Ferry schedules are always changing.

There are 12 ferry companies. This website lists the companies and routes: <http://www.visit-croatia.co.uk/index.php/travelling-around-croatia/ferries-croatia/>. Most of these companies are of no use to a cyclist as they are catamarans only or service islands too small to cycle. Jadrolinija is the biggest and most useful but complicated to understand.

If searching the web, we found many sites that still list routes that are no longer in service. Here is an alternative we used that is updated and downloadable: It costs 5.99 Euro at the time we purchased, but it saved a lot of frustration: <http://www.croatiatraveller.com/support/FerryGuide.htm>. Downloadable updated Croatian Ferry & Catamaran schedule.

Research Aids

Here are some websites we found useful in planning our trip: <http://www.find-croatia.com/islands-croatia/> map of islands with ferry info; <http://croatiatraveller.com/blog/jadrolinija-cancels-coastal-ferry/2014/11/06/>

Physical Maps

You can buy maps of Croatia on Amazon.com. We used Croatia (National Geographic Adventure Map). It was useful for planning and we referred to it throughout our journeys. We discovered while traveling, however, that the best maps were available at book stores and tourist offices along the routes. These options are far superior to anything available in the USA. The local maps, used in conjunction with our maps proved very satisfactory.

Islands Overview

When you see a map of the Croatian coast, four cities stand out from the crowd: Rijeka, Zadar, Split and Dubrovnik. To better understand the logistics of cycling the Croatian Islands, we divide the coast into 3 sections: the southern section, the mainland, and the northern section.

Southern Section

The southern section is between Dubrovnik and Split. The group of islands that lend themselves to progress north or south include: Mljet, Peljesac Peninsula, Korcula, Brač, and Hvar. We cycled these islands in 2014 starting in Dubrovnik and ending in Split. Our south to north route was pre-ordained as we actually began our trip in Greece in the early spring. No matter the direction of travel, the ferry system does not go completely linear; there is some backtracking that needs to be done.

The southern islands offer more challenging cycling than the northern group. Gradients are much steeper and longer. Each island in the group has a number of possible cycling routes that can be done as circular day rides, without luggage. Each island has a ferry port on two sides (or ends if you like) that promote through travel.

There are 4 options of routes through the southern islands. Two options take ferries back and forth between Split several times. The other 2 options cycle longer distances.

The southern islands is where the majority of commercial bicycle/boat tours do business. Such tours may be one to two weeks. Cyclists sleep on the boat and ride without luggage.

Bike & Boat tours are very popular: Many operators offer electric assist bikes as all bike routes start at the ports on the islands. It always goes up from there and usually very steeply. We would occasionally meet the bicycle/boat cyclists as we all struggled up the hills from the port! Here are a couple of sites:

<https://www.biketours.com/croatia/>

<http://trektravel.com/trip/croatia-dalmatian-coast-bike-tour/> Luxury bike/boat tour gives distance and elevations of rides.

Middle Section on the Mainland

There are no ferries that connect Zadar to Split. The islands off the coast have numerous cycle routes but the ferries all return to Zadar making a linear trip impossible. Therefore, if cycling the entire distance between Dubrovnik and Rijeka, cyclists must ride on the busy roads on the mainland. There are two routes. The route designated as EuroVelo 8 is more inland and mountainous. The route following coastal Highway 8 is very scenic but is also used as the long distance bus route. Our description follows Highway 8.



Northern Section

The northern islands stretch between Zadar and Rijeka. The islands are: Krk, Rab, Pag, Losinj and Cres. These islands are much easier to cycle in that the gradients are not as steep or prolonged as the southern group. The ferry system for the northern islands has the same routes going north or south. Hence, riding north is the exact reverse of riding south. There are 4 options for traveling north or south; 2 of the options include riding the coast road on the Istria Peninsula. Each island in this group has one primary road. Side roads lead to coastal beaches but dead end instead of offering a loop of some sort. We cycled these islands in 2015.

Routes Summarized

Route A-Dubrovnik to Rijeka-South to North

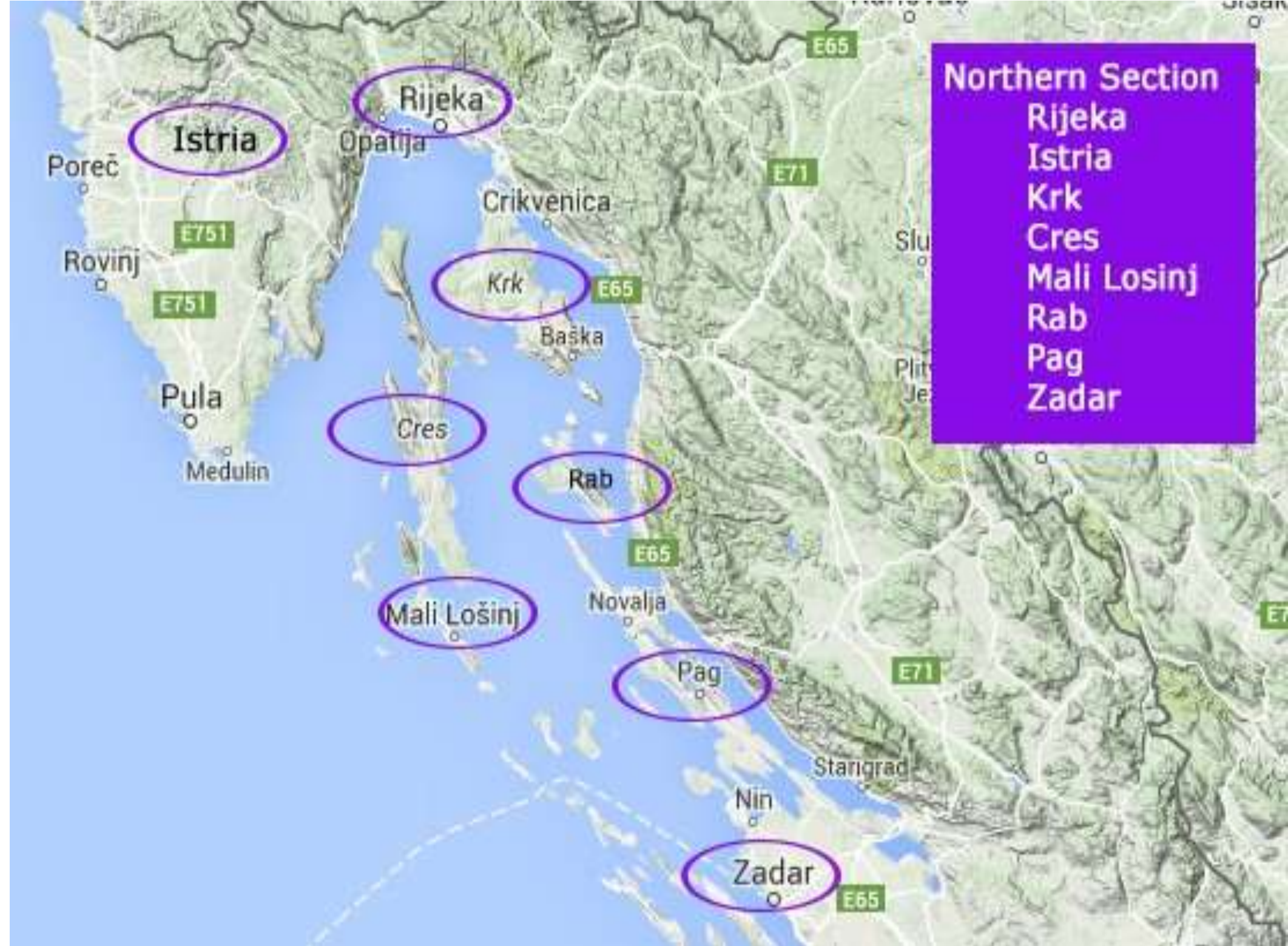
For the long distance touring cyclists on route to and from somewhere else, the Dubrovnik to Rijeka corridor is often included in itineraries. These routes A&B explain how to use the islands for a very different experience from riding the mainland on Euro Velo 8. It is a giant puzzle gathering all the information to make such a journey flow. That is why we have done all the research for you. We explain the ferry routes as well as various choices on each island. Route A incorporates Dubrovnik/Mljet Island/Peljesac Peninsula/Korcula Island/Split/Brac Island/Makarska Coast/Hvar Island/Split to Zadar on mainland/choice of Pag Island/Rab Island/ Krk Island/or Losinj Island/Cres Island/Istria Peninsula/Rijeka.

Route B-Rijeka to Dubrovnik-north to south

Rijeka is the principle transportation hub for the northern Islands. The city is the northernmost point of the Croatian Islands possible routes. There are four routes cyclists can make starting from Rijeka heading south to Zadar and then continuing to Dubrovnik. Route B differs slightly from Route A because of the ferry routes. We explain all the details.

Route C- Northern Islands-Istria Loop-12 to 14 days

A clockwise loop route starting and ending in Rijeka incorporates all the northern islands and a part of the Istria Peninsula. Rijeka Airport is actually on Krk Island so if interested in a convenient tour with easy flight access, this is a good choice. These Northern Islands offer easier cycling than the southern group. There are plenty of charming ports and beautiful beaches to explore and you can finish where you started from.



Route D- Istria Loop to Slovenia and back

A magical route that incorporates the islands of Krk, and Cres before cutting through the mountainous inland of the Istria Peninsula to visit Pazin and Motovun. Continue north through the stunning Mirna River gorge to Osp, Slovenia. From Osp, cyclists can pick up routes around Slovenia that are featured in another of our guide books: Cycle Scenic Slovenia which is also sold in our digital store and includes downloadable GPS tracks. Otherwise, continue this current route, riding to Koper, Slovenia before re-entering Croatia . Now the route follows the perimeter of the Istria Peninsula all the way back to Rijeka. How many days depends on how many villages and beaches you simply have to stay at and explore.

Route E-One week to two weeks on Brac Island

Easily accessible from Split, Brac Island could easily take a week to cycle to the various ports and stay at each one. There are many loop routes to cycle on Brac. They are very challenging, but distances between the charming port towns are reasonable. Our Hotspots Tour visits the best of these port towns. Or stay in one place and day ride our loop routes. Brac has a lot to offer for the cyclist on a schedule. The Split Airport services various international flights.

How to Use this Guide

Each route is subdivided into stages; each stage represents a day of travel. Some stages are very short because we are guiding you to the most interesting villages and ports in case you wish to take time in the day to explore. We also add all the stages of one island, or section together so you can see the big picture or cycle longer distances if you choose. Below is an example of routes with separate stages and stages added together:

1. Route D-Stage 3 Complete- (3A+3B+3C) Brestova, Croatia to Osp, Slovenia
2. Route D-Stage 3A-Istria Peninsula-Brestova-Pazin
3. Route D-Stage 3B-Istria Peninsula-Pazin-Motovun
4. Route D-Stage 3C-Istria Peninsula-Motovun-Osp Slovenia.

There are also route options to choose from.

- a) Route B-Option 4-Stage 2 Complete-(2A+2B+3A) Porozina on Cres Island to Mali Losinj on Losinj Island.
- b) Route B-Option 4-Stage 2A-Cres Island-Cycle Porozina to Cres on Cres Island.
- c) Route B-Option 4-Stage 2B-Cres Island-Cycle Cres to Nerezine on Losinj Island.
- d) Route B-Option 4-Stage 3A-Losinj Island-Cycle Nerezine to Camp Poljana or Mali Losinj or Veli Losinj.

The Routes Chart

Our Routes Chart is innovative. It is a complete chart that, at a glance, provides important information for every route in this book. The Routes Chart sorts all the routes, options, stages, distances, ascent and descent and maximum elevations and what ferries to take all in sequence for instant reference. It's your personal hired guide at no extra cost. Once you have decided which route you intend to cycle, use the Routes Chart as your stage by stage guide.

Book Organization

We start with Route A-Dubrovnik to Rijeka with maps and photos. We show all the routes for each and every island on the route. Since Route B is the opposite of A, we do not show B in maps and photos. But of course our downloads have gps tracks and maps for every route. Next is route C, D and E. Find the Routes Chart and Routes Summarized at the end of the book.

Download Maps and GPX Files

The maps in the pages of the PDF can be enlarged for detail by magnifying each page. The maps are not interactive however. That is why we also offer you, the purchaser of this book, password access to our Buyers page on our website. From this page, you can view and download all or any of the maps and GPX files and save them to your computer.

Follow these instructions:

1. Go to <http://hikingbikingadventures.com>. Bookmark this page for future visits.
2. In the header, click on Buyer Access (<http://www.hikingbikingadventures.com/buyer-access/>).
3. This is a password protected area.
4. Enter the following password to enter this area and download the associated files. Capital letters are important: GPX!hrt!554.
5. Choose the associated country from the drop down list. (i.e. Croatia Instructions for Downloads).
6. You will be prompted to enter the password again. This gives you access to all the route files A-E for Croatia.
7. All the maps and GPS files that you see in the PDF book can be viewed and downloaded from these pages at no additional charge.

Once you have the pages open, scroll through the maps. Every map is "live", meaning you can magnify and move around the map to see the detail. Visit these pages as often as you wish. Bookmark them so you can use them for research.

To Download the maps and routes:

1. Click the download button at the bottom of each map you wish to save.
2. Save to your computer. We have a file under documents called My GPX files.
3. You can now upload these files to your GPS device by connecting the provided cable. Every GPS is different so you will have to follow the device instructions from here.
4. To upload to your android phone or tablet:
5. We recommend getting the app GPX Viewer for your Android devices as that is the same developer as the maps. Once the app is installed, e-mail yourself the GPX file as an attachment. When you open the attachment from your phone or tablet, GPX Viewer takes it from there. The track will appear on the map in your device. Now, when you arrive in Croatia, you have all the tracks in your hand.



Our Equipment

Bicycles

Mike rides the Novara Safari touring bike built by REI. Novara Safari is a mountain bike/touring hybrid that can handle dirt roads and heavy loads.

Components:

- Shimano V – brakes; it is set up for the option to switch to disc. Mike upgraded to rear disc brakes
- Double butted Reynolds 520 steel frame and fork are built for solid handling under heavy loads
- Shimano 27 speed drive train is ideal for the loads and long distance touring
- The crank set is a Shimano FC – M521 – S, 48/36/26
- The rear cluster is Shimano HG 50:11-32, 9 speed
- The front and rear derailleur are a Shimano Deore
- SRAM Attack twist shifters: Mustache handlebar supplies a wide range of hand positions.
- Weinmann rims and Continental Town Ride tires which Mike upgraded to Schwalbe Marathon Plus tires
- Comes ready to travel with a sturdy aluminum rear rack that's been updated to better fit panniers and offers improved clearance for disc brakes.
 - The weight is 29.89 pounds

In 2014, Anne rode a folding trike called the e2. The original was designed by an Aussie who needed to transport his trike in his compact car. It folds, without taking anything apart, in 6 seconds into the smallest fold of any trike in the world. It is possible to transport three of them in the rear of an SUV. In its original box, it meets airline standards for regular luggage. It can also be made to fit into a regulation airline suitcase by taking off the wheels.

Components:

- Rear cassette: Shimano HG-70 Capreo, 9-26, 9 speed
- Crank set: Shimano Tiagra 4603, 170 mm TPL 30/39/50T
- Rear derailleur: Shimano Tiagra 4601 GS mid cage
- Front derailleur: Shimano Sora FD – 3503
- Shifters: Shimano Dura Ace SL – BS 77, 9 speed bar end shifters
- Brakes: Sturmey Archer Drum
- Front hubs: Sturmey archer XF – D drum brakes: quick release rear hub: Capreo
- Wheels: 16 inch 349 mm 32 hole alloy double wall.
- Tires: Schwalbe Marathon
- Weight: 39 pounds

In 2015, Anne bought a new trike from Azub, a Czech Republic manufacturer. Her new Azub TRIcon trike (<http://www.azub.eu/azub-tricon-26-folding-recumbent-trike/>) is a workhorse. Designed for extended touring with limitless luggage, it features all the necessities of a quality trike. And, yes...this trike offers a hinged folding mechanism as an option, yet it can still be separated without the hinge.



Azub TRIcon 26" Trike

Bicycle Equipment

In 2014, Mike pulled a Bob's Trailer. We have always loved the trailer for ease of packing. We switched to an all pannier system in 2015 however because we discovered that hopping trains and buses was much easier without the trailer.

- Panniers: Ortlieb waterproof front and rear panniers for Mike; Rear Ortlieb panniers for Anne
- Rear Rack Pac Medium by Ortlieb: one each
- Waterproof front handlebar bag for Mike
- Bell bike helmet
- Tire pump & patch kit
- Cable and lock
- Basic maintenance kit
- Clip less pedals
- Pearl Izumi bike shoes
- Keene Venice H2 Sandals as second pair of shoes

Camping Equipment

- Tent: REI half Dome 2+ tent
- Sleeping bags: Big Agnes Lulu
- Sleeping pads: Thermarest full length self inflating mattresses
- Camp chairs: REI FlexLite chair
- Camp stove: Primus backpacking stove used with gas canisters
- Stainless steel nesting pots
- Utensils: Snow Peak titanium spork

Electronic equipment

- Nexus 5 Smart Phone. This is an unlocked phone. We use it for internet access, and all the good things smart phones offer. This phone does not need to be associated with any single carrier. Especially useful for navigating. We liked the App Google Maps.
- Samsung Galaxy 10.1 tablet. We wrote our daily travel logs on this.
- SanDisk 128MB flash drive for backing up files. We also used free cloud storage such as Google Drive, Dropbox, and all the others that were free.
- USB adapter for Samsung Galaxy so we could plug in the flash drive and the camera.
- Garmin Touring Pro GPS. This particular GPS is designed for people who want information for touring as opposed to information for fitness and training. It gives us elevations, speed, distance, percent of ascent and descent, and mapping capabilities.
- Canon SX170IS camera
- Anker Astro E4 13,000 mAH dual USB portable charger backup external battery power bank for iPad, Mini, iPhone, Galaxy, Nexus, and most other smart phones and tablets. Micro USB cable included. Charges off your computer. We charge the battery pack every time we found a place with electricity. That way, if we could not find electricity, the battery pack could charge all our USB devices when we were off the grid. If you want to charge the battery pack from a wall outlet instead of through your computer, you need the Anker 18W charger listed below.
- Anker 18W/3.6A Dual-Port USB wall charger. To use this charger in Europe, you also need an adapter plug for Europe, just the adapter...not a converter...since the wall charger will handle 110 to 220 volts.
- Heavy Duty grounded USA to European German Schuko Outlet Plug adapter-6pack.
- Adapter for using campsite electricity. Purchased in Rijeka.

Route A

Dubrovnik

Dubrovnik is the starting point for Route A and the end point for Route B. It lies on the Adriatic Sea coast in the very southern and narrow part of Croatia. The International Airport is about 20 kilometers south of town. There are several types of transportation available to transfer from the airport to Dubrovnik. The town is also served very well by international and local buses.

Dubrovnik may well be the most visited town in Croatia. It draws tourists from around the world. Listed as a UNESCO World Heritage Site in 1979, the famous old town surrounded by massive, intact stone walls is the "Pearl of the Adriatic". Built on the maritime commerce of the 15th and 16th centuries, Dubrovnik was a powerful city-state rivaling Venice.



We arrived in Dubrovnik with little planning or preparation. We had been bicycling up the coast from Albania.

Dubrovnik is surprisingly spread out but the international bus station was easy to spot from the highway. We had found the bus stations were good places to start the lodging search. Sure enough, it only took 5 minutes to bargain for an apartment overlooking the bay.

Aside from the principle tourist destination of the walled old town, there are beautiful beaches and resorts offering 5-star amenities. A ride around the northern shore of the peninsula proved to be a highlight.



Mljet Island

Mljet Island is the first Island on the route heading north from Dubrovnik. By taking the ferry to Mljet, cyclists can completely avoid riding the busy highway north from Dubrovnik.

After June 19, there is a car ferry from Dubrovnik to Polace and Sobra on Mljet Island. We landed in Polace to visit the [Mljet National Park](#). The Park protects two lovely lakes that are actually a continuation of the sea having moved deeply inland. There is one hotel in the National Park that costs about 400 Kuna a night. Our plan was to stay in less expensive Polace, bicycle the park the following day, stay another night in Polace, and then bicycle from Polace to Sobra, the southern ferry port on the island which is three quarters of the way south down the island. From Sobra, we catch a ferry over to the Peljesac Peninsula and continue on with our island hopping route northward.

There are people waiting when you get off the ferry to offer you rooms for rent for the evening. We found a room for 150 Kuna a night which is a very good price. (Five Kuna equaled one dollar at our time of travel here in 2014.) We secured a room with a view of the sea.

Polace is a tiny, well protected harbor town. The one street in town has restaurants, a supermarket, and bike rentals. After the ferry leaves in the afternoon at 4:30, the port is very quiet. As the evening progresses, it becomes silent and very peaceful. We spot a picnic table along the shore under an ancient pine tree and enjoy the early evening with a bottle of wine. The ruins of a Roman castle loom up behind us. The wandering sail boats pull in this time of day, one by one, until there are a total of four. On walking back to the center of town, we saw several restaurants all offering the same delicious menu: Roast pig on a spit. It was a specialty of the island.

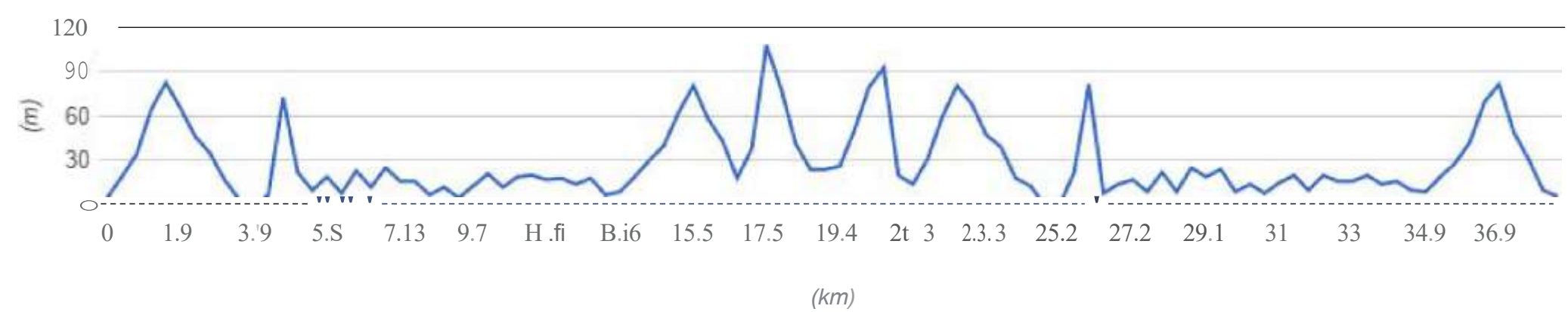
The national park is 4 km away from the port of Polace, up and back down a big hill. The entrance costs 90 Kuna per person and is good for a week visit. It includes a van shuttle to the lake area and a boat ride to the island with the Benedictine Monastery. It seems many people, hire a bike for the day, ride around the bicycle paths in the park, then return to the ferry and go back to Dubrovnik.





Mljet Island Day Ride Around National Park Lakes

Distance: 16.5 km (10.2 mi) Ascent: 231 m (757 ft) Descent: 239 m (786 ft) Max: 82 m (270 ft)

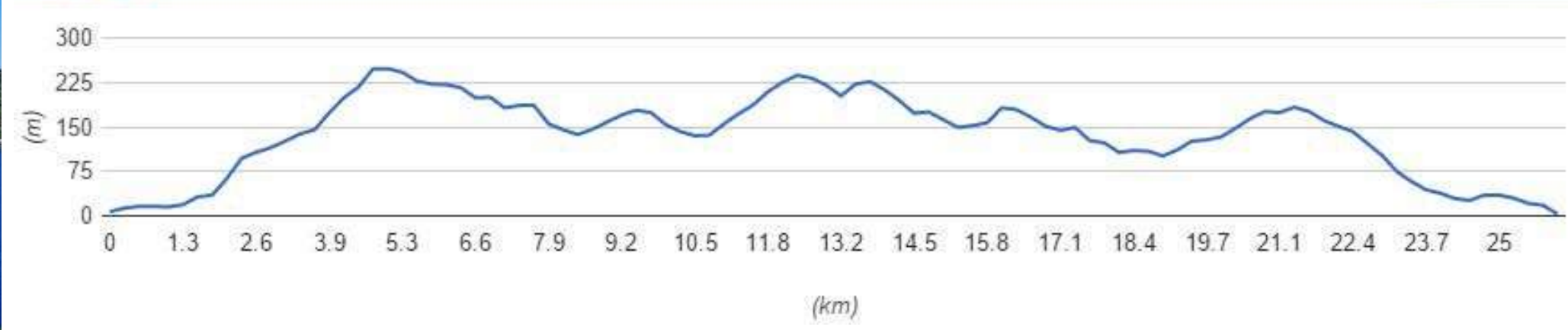
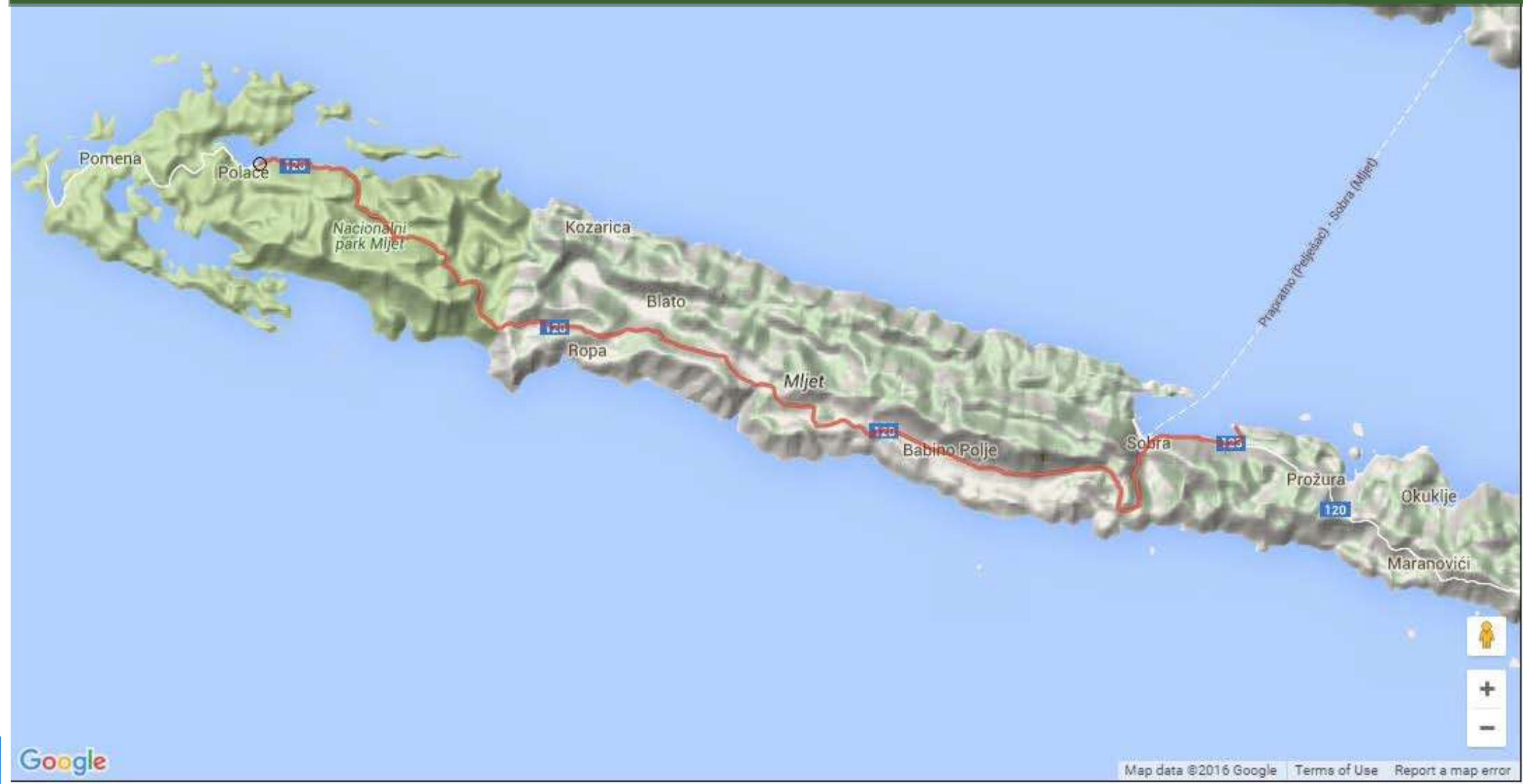




Sobra

Mljet Island-Polace to Sobra

Distance: 26.4 km (16.3 mi) Ascent: 1061 m (3481 ft) Descent: 1057 m (3468 ft) Max: 251 m (856 ft)



Mljet Island

Polace to Sobra

Sixteen miles of up and down with only one mile of flat. The gradients ranged from 8% to 14% on every hill. It is a very difficult ride. The paving from Polace for the first 8 miles was very rough chip seal. That made the riding that much more difficult. Climbing the hill was slowed dramatically by the rough pavement. Descending the hill was so rough we had to hold our brakes to keep from bouncing badly. Most of the route is through forested country. There are beautiful views of the seas occasionally. No more than 15 vehicles came through for the 5 hours we rode.

We did not camp on Mljet Island because the campgrounds are 14 km from the National Park. You had to descend steeply and ascend steeply again to get to either of them.

We took the late afternoon car ferry from Sobra to Prapratno on the Peljesac Peninsula where we will start riding north. There is a beautiful campground right near the ferry port in Prapratno. <http://www.camping.info/kroatien/dalmatien/camping-prapratno-14>

The campground at Prapratno has a restaurant, showers, and washing room for dishes. There is a little store, but it has very few supplies. There is no kitchen for cooking. If you want to use electricity to charge up your electronic devices, there are electrical boxes on the sites, but you must pay extra for them and get a key. There is no lodging at the campground. If you are not camping and need lodging facilities, plan to cycle the 4 kilometers to Ston and secure lodging there.



Peljesac Peninsula-Complete-Prapratno to Orebic via Ston & Zuljana

Total Distance: 70.2 km (43.4 mi), Total Ascent: 1592 (5223 ft), Total Descent: 1630 m (5348 ft), Max: 282 m (925 ft)

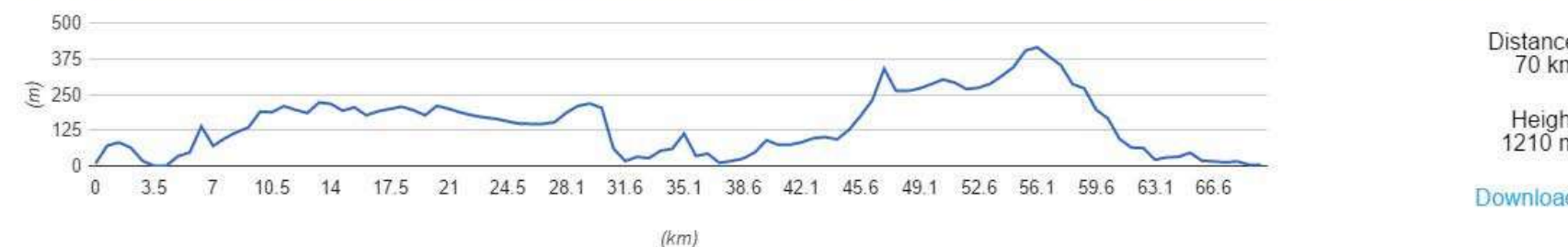
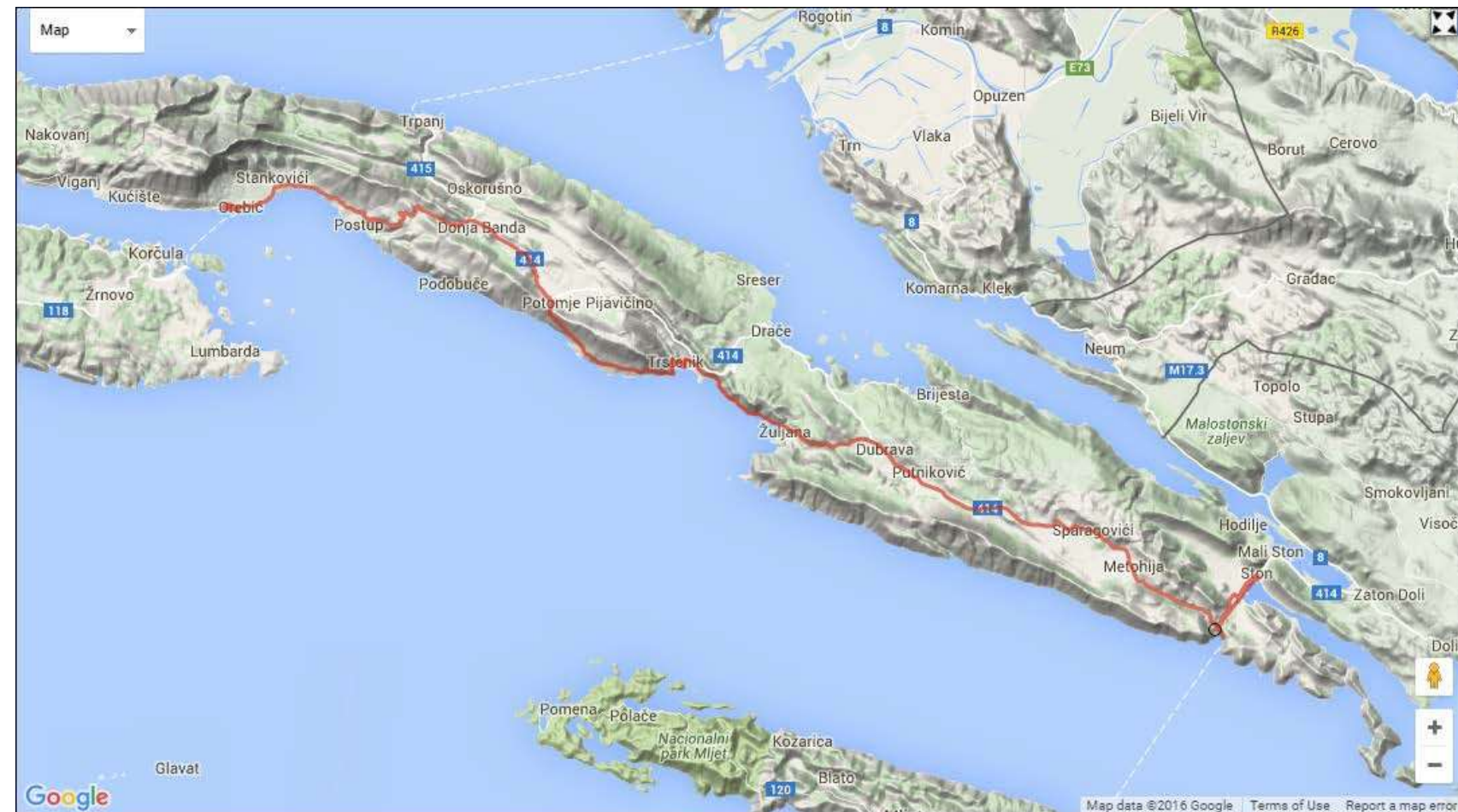
[The Peljesac Peninsula](#) is a 70 kilometer long arm of land reaching northward from the mainland just north of Dubrovnik. If riding the highway from Dubrovnik, turn off at Ston for the beginning of the peninsula. We recommend getting to the Peninsula by ferry from Mljet Island or Korcula Island instead of riding the busy highway.

Known for its fine wines, there are tasting opportunities to enjoy as you cycle the peninsula route. The Peninsula feels quiet, undisturbed and makes for excellent cycling. The roads are smooth and even though there is no shoulder, drivers were courteous and few in number, especially compared to the main highway.

Our favorite places on the peninsula were Ston, Zuljana and Trstenik.

Drace and Sreser on the eastern shore are also very interesting villages right on the sea. We rode that route as well and show it as an alternative.

You may hear about a route that goes through Podobuce. That is a favorite mountain biking route as it has wonderful views of the sea. We decided to try cycling it instead of the main road. We had heard touring cyclists have done it. We turned around as the route is very rough gravel and quite steep. With our road tires, we would have pushed the entire distance. Two old tough, rough and ready Aussies pushed their load all the way across. A younger couple with real mountain bikes and luggage were able to ride most of it.



Peljesac Peninsula-Prapratno to Ston

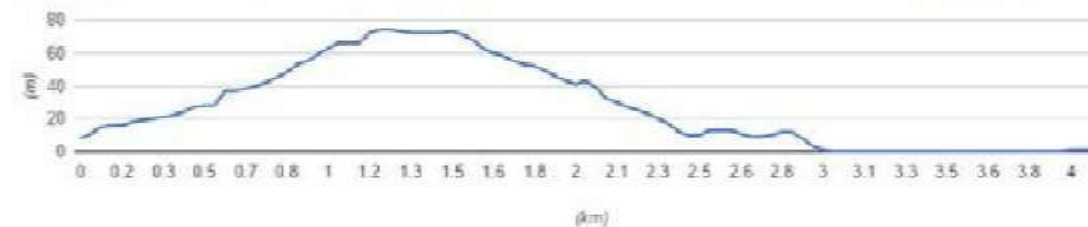
Distance: 4.1 km (2.4 mi); Ascent: 100 m (328 ft); Descent: 132 m (433 ft); Max: 90 m (295 ft)

[Ston](#) is an old walled city with the longest intact defensive wall in Europe. About 7 kilometers in length, it is second only to the Great Wall of China.

Hiding in the narrow streets of the town are restaurants, cafés, and rooms to let. You can walk around the old town and you can walk up on the city walls which climb steeply up the mountainside behind the town.

We highly recommend riding to Ston to explore the area and stay the night before continuing northward. From Prapratno campground it is 4 kilometers over a big hill to Ston.

Many bicycle groups also come through Ston. These groups are on private tours. They travel by boat to the various ports on different islands and bicycle part of the island. Of course, they have no luggage which makes it much easier than those of us who carry luggage.



Peljesac peninsula-Ston to Trstenik via Zuljana

Distance: 32 km (20 mi); Ascent: 1002 m (3287 ft); Descent: 1008 m (3307 ft); Max=282 m (925 ft)

This is the easiest riding we have had in a month. Strange to say that when you look at the total gain of 3287 feet. It is a lot of hill climbing, but the gradients are tolerable. The steepness is what kills us.

The road is smooth; there is a modest amount of traffic; some people drive fast and others are very cautious. There is a small shoulder about 12 inches wide for most of the road. It serves well for emergencies when two cars are trying to pass each other. Otherwise we were able to ride along the white line. Most of the scenery coming from Ston was forested or vineyards. There are wineries and wine tasting opportunities as you travel along the road.

At Dubrava, the road divides. The route to Drace and Sreser involves some very steep hill descents and climbs. There is no lodging in Drace. Choices in Sreser are quite meager. From Sreser to Trstenik is another big climb.

We recommend leaving the main road at Dubrava. It is downhill 3 miles from Dubrava to Zuljana. There is camping in Zuljana and the sea views are absolutely lovely, but we had read about Trstenik and decided we wanted to stay there. It was an easy rolling 4 more miles to Trstenik from Zuljana.

Trstenik is a charmer. A small village tucked in a pretty bay, there is an assortment of accommodation from rooms to let to big apartments. Seaside restaurants and cafes offer a pleasant selection of dining possibilities and there is a market. Trstenik area grows some of the best grapes on the peninsula...according to locals! It is also the oldest port; the stone buildings and orange tile roofs strike a picturesque scene. The tourist season is short here, starting in late June and ending in early September. It was our favorite place on the peninsula. We stayed 2 nights.



Trstenik

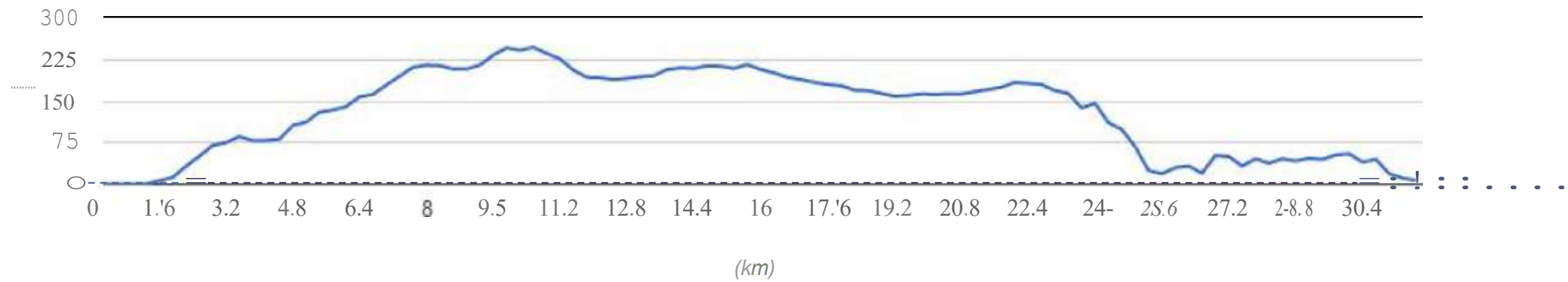
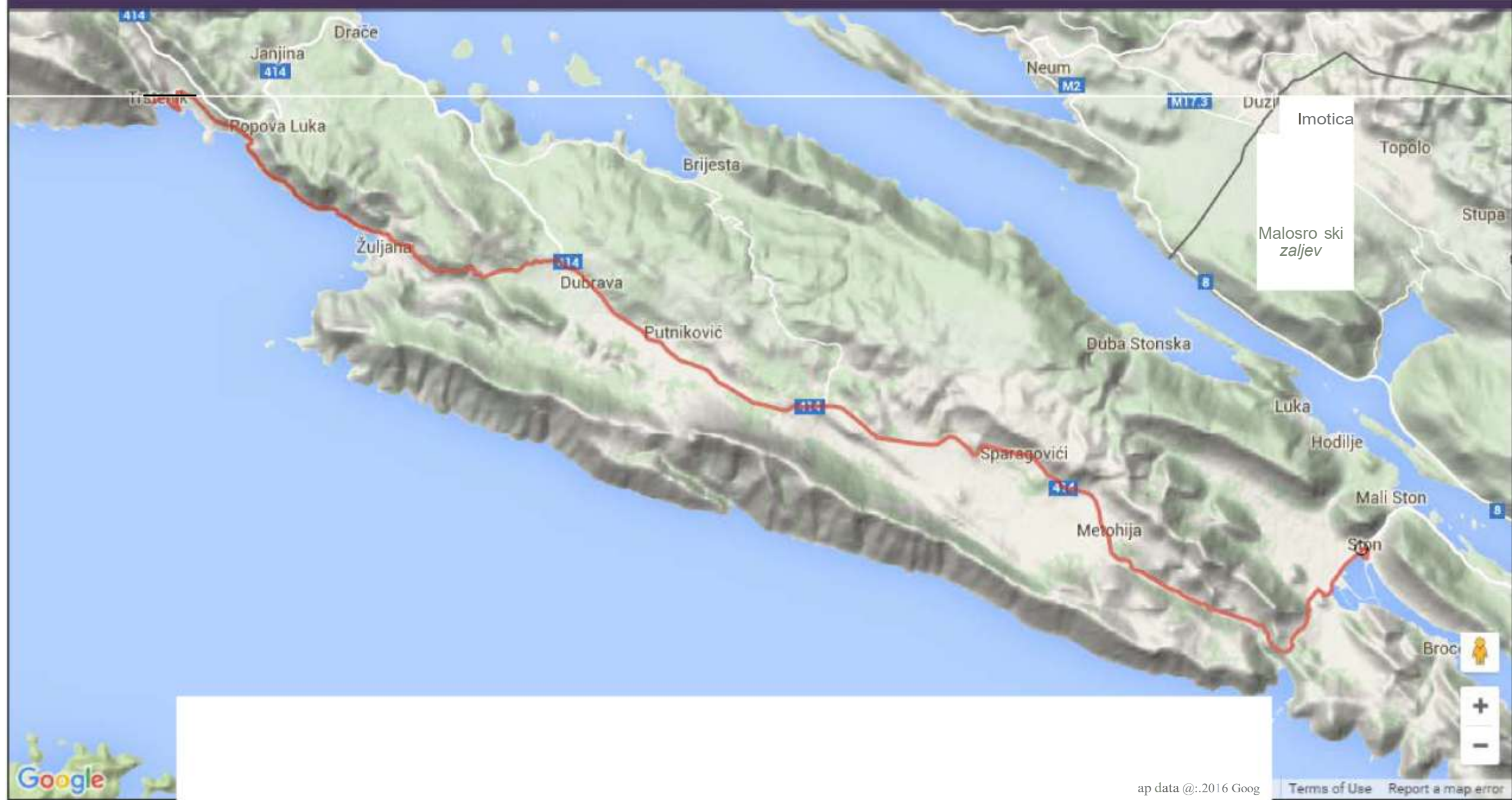




Three photos of Trstenik



Peljesac Peninsula-Ston to Trstenik via Zuljana



Alternate Route to Trstenik Part 1:

Ston-Sreser via Drace Distance: 33.9 km (21 mi); Ascent: 490 m (1608 ft); Descent: 490 m (1608 ft); Max: 234 m (768 ft)



A giant downhill with a stunning overlook leads to Drace.

We rode down into Drace looking for a room to let. There were several expensive apartments, but no one seemed to be renting just rooms. Drace had a tavern, but we never saw a market or a place to buy food at a restaurant. We found an information office right on the highway. And there was actually a person inside to talk to. He found us a room in the next town, Sreser 3 km up the road. What he neglected to say was that the 3 km was up a 10% hill before dropping back down to the seashore. So we went up the hill and then came right back down the hill again into Sreser on the seaside.

Sreser is a very small town with many very nice apartments for rent for wealthier tourists. The place he sent us was 300 Kuna or \$60 a night.

The apartment was a reasonable size and had a view of the mountain, but we did not want to spend so much. So we did the usual thing, we started looking around for something less expensive and hopefully with a sea view.

We came across two places, a two star and a three star apartment. No one was around to talk about renting; they are never around during the middle of the day. They post telephone numbers; we didn't get a card for our phone, so eventually we went to the bakery and asked the lady if she would call for us.

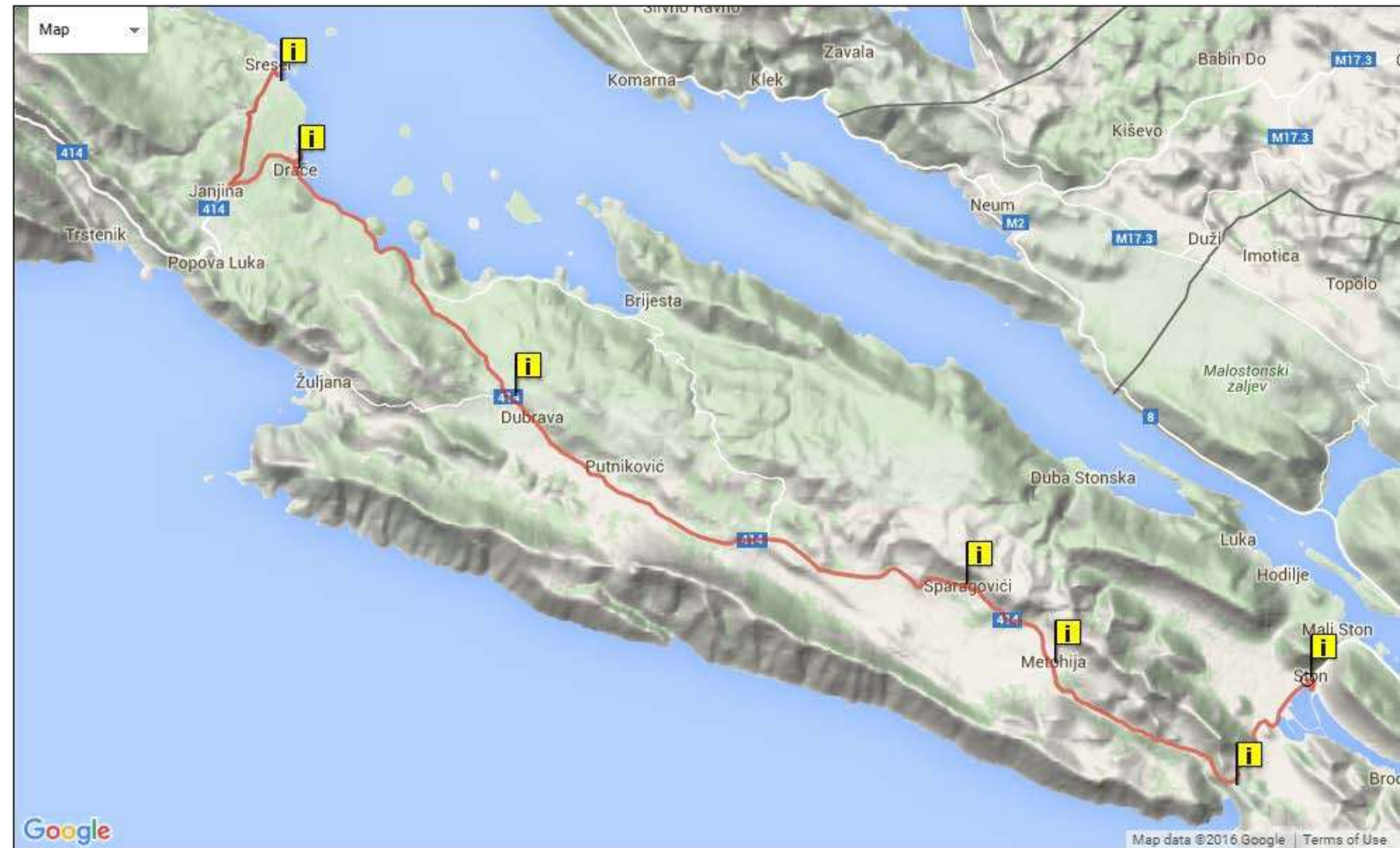
The owner came to show us the unit, but did not want to rent for one night. It was

a very big apartment. Finally he agreed for 200 Kuna.

This is a continuous problem. People don't want to rent for one night and apartments seem to be more common than rooms in these small tourist beach towns.



Sreser



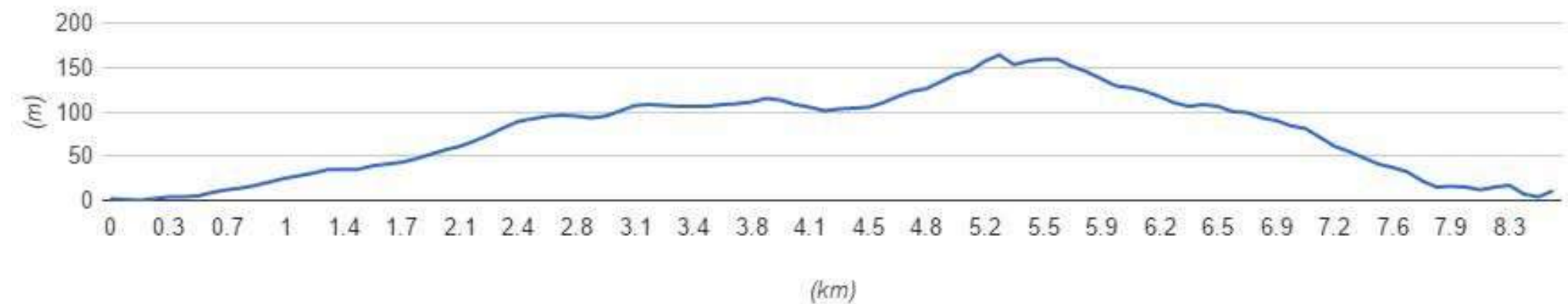
Alternate Route to Trstenik-Part 2

Sreser-Trstenik Distance: 8.6 km (5.3 mi); Ascent: 190 m (623 ft); Descent: 188 m (617 ft); Max: 167 m (548 ft)



This is a steep climb of 596 ft in 3.27 miles. It passes through

Janjina which has numerous archeological sites and wineries.



Peljesac Peninsula-Trstenik to Orebic via Tunnel:

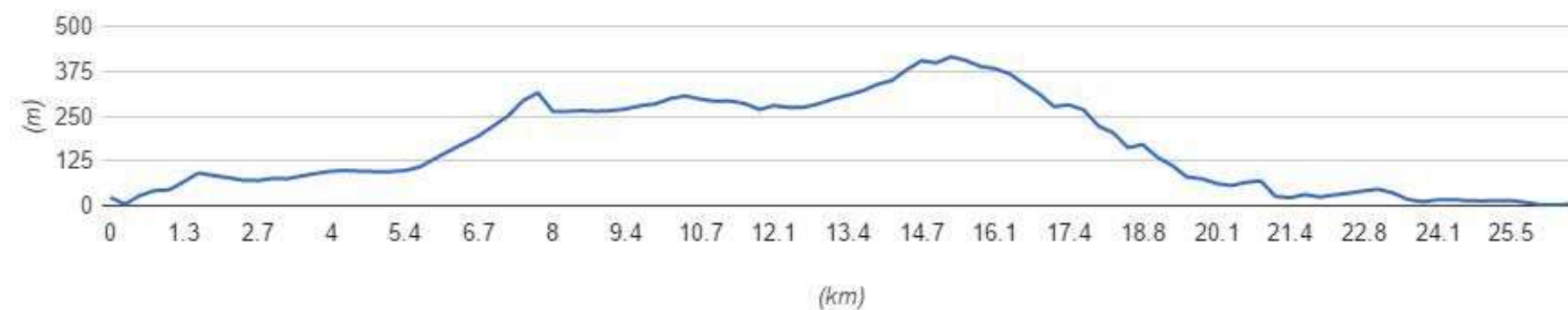
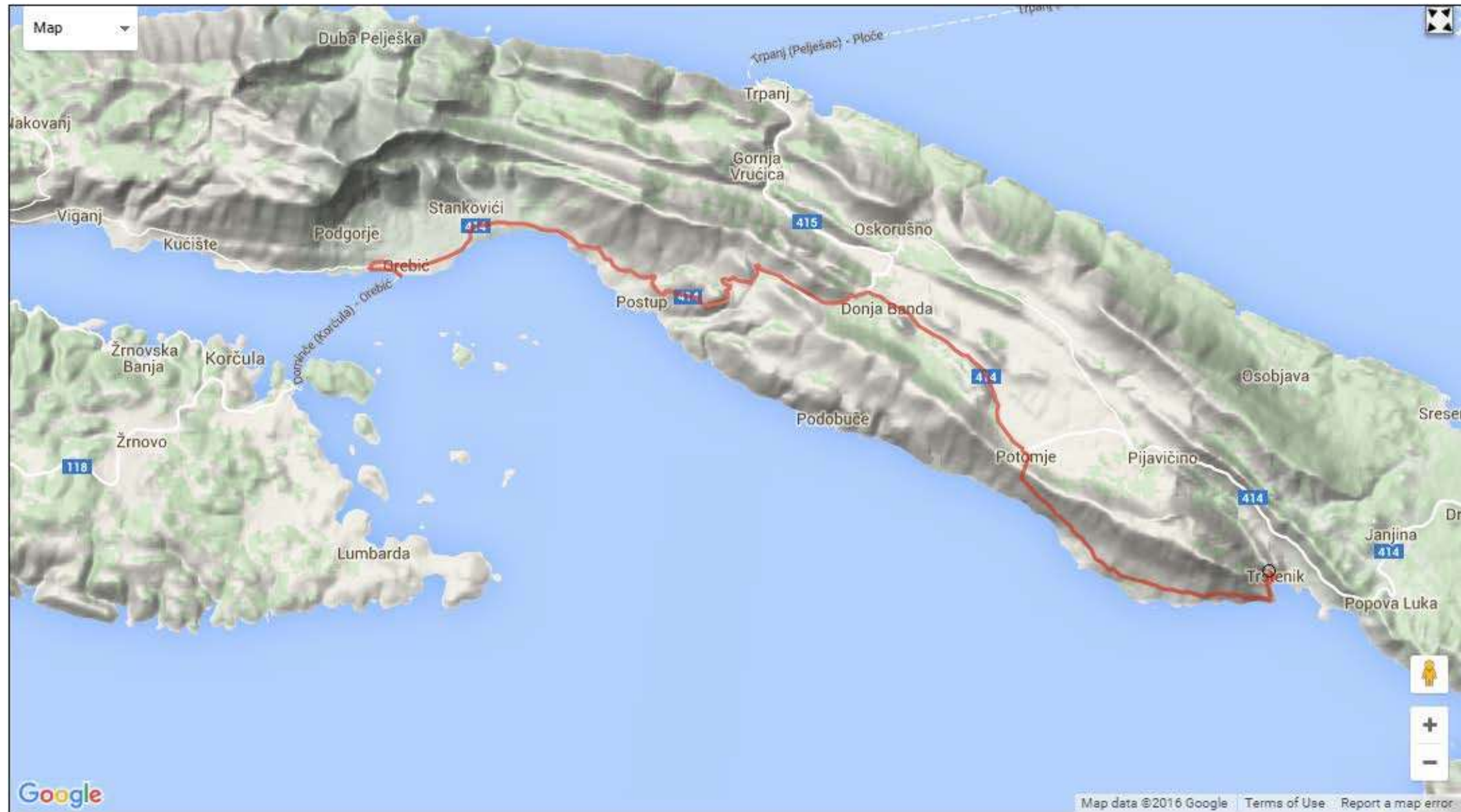
Distance: 26.9 km (16.7 mi); Ascent: 530 m (1739 ft); Descent: 577 m (1893 ft); Max: 344m (1130 ft)

There are three possible routes from Trstenik to Orebic: 1-Ascend back up to the main Highway 414 which would be for the masochist; 2-take the "bicycle route" all the way through Podobuče with a long gravel section, or 3-take the bicycle route and go through the tunnel at Potomje back to Highway 414.

From Trstenik to the tunnel, it was a beautiful one lane road with exquisite views of the sea almost the entire way. There were vineyards on both sides of the road on the steep hillsides.

Right from the start, it went uphill seriously. It felt like the whole day we bicycled uphill for hours. The gradients were very steep; many sections 13% to 17% and several 23%. There was no traffic to the tunnel.

About 1/3 of the way to the tunnel there is a fork in the road. The lower road drops down to the sea to D Dingac and Borak then climbs back up. Take the higher road, the right fork, to avoid additional climbing.



Peljesac Peninsula-Trstenik to Orebic via Tunnel:

The local people and other cyclists that we had talked to said you don't need to go through the tunnel to Potomje, but just keep going straight on the same side of the mountain and take the gravel road (option 2). They said it was very scenic. Two 74-year-old cyclists from Australia came across this gravel section the day before. They told us that there was only one bad place where you had to carry the bikes. The rest was easy.

The truth is, going through Podobuce is a mountain bike route. We rode down a very steep gradient past the tunnel and came to the sign that said Podobuce to the right. It was a very rough gravel road tough even for mountain bikes or four four-wheel-drive vehicles. Our slick road tires could not make it through. We tried to ascend the steep gravel by pushing the bikes. A four-wheel-drive vehicle came from the other direction and gave us a clear signal that we should not try to go further. So we turned around and rode back up the steep hill to the tunnel which was about a 450 foot additional climb for the day on more than 10% gradient. It robbed us of important energy.

As soon as we got back to the tunnel, two cyclists from Dresden, Germany appeared from behind us. They had just cycled through from Podobuce to the tunnel across the gravel. They said it took them about an hour 1/2 to come across the rocky section. They said there were a few stairs where they had to carry the bikes. The rocky road did not seem to bother them. They were young. But they carried luggage. They had homemade plastic barrels for panniers and a huge pile of luggage on their rack. They rode in flip-flops. They did have mountain bikes with very knobby tires. I'm sure they were able to ride sections of the rocky road better than we could with our slick tires.



Apparently this road is heavily used by cyclists, but our recommendation is beware. It is a very rough road; it is very steep and rocky and it is fairly long. From Podobuce on to Orebic, the road is paved again and follows the sea.

We went back up and went through the tunnel to Potomje and the main highway. That left us one more big hill to climb before we got to the steep downhill into Orebic. That steep climb nearly killed us off. We were very tired from the extra energy we spent coming back up the 450 feet. It was also very hot. The final descent into Orebic is scenically wonderful. Catch the ferry from Orebic to Korcula Town on Korcula Island.



Korcula Island

When in Korcula Town, cyclists will need to make a decision about how they want to continue cycling north. The ferry routes are limited. We recommend the following route from Korcula Town northward based on the existing ferry service because it reduces the number of times you go to Split to catch another ferry.

This recommendation uses Route A-Stage 3A, Stage 3B or Stage 3C on Korcula Island so that you end up in Vela Luka.

1. Cycle from Korcula Town to Vela Luka.
2. Ferry from Vela Luka to Split.
3. Ferry from Split to Supetar on Brač Island.
4. Cycle various routes on Brač ending with ride from Supetar to Sumartin.
5. Ferry from Sumartin to Makarska on mainland.
6. Cycle Makarska to Drevnik on Highway 8.
7. Ferry from Drevnik to Sućuraj on Hvar.
8. Cycle from Sućuraj to Jelsa to Stari Grad on Hvar Island.
9. Cycle day routes on Hvar using Stari Grad as a base.
10. Ferry from Stari Grad on Hvar Island to Split.



Korcula Town

Ferry from Orebic on Peljesac Peninsula to Korcula Town

[Korcula Town](#) is a fortified, medieval town on the Island of Korcula. In our opinion, it is far more interesting to wander the narrow streets of Korcula Old Town than the Dubrovnik walled city. Korcula Old Town has retained its medieval character. The shops, restaurants and markets spill out onto the streets inviting frequent stops for tasty foods and wine. As the principle town on the island of Korcula, it serves as a grand base for further exploration of this pretty island. Tourist amenities abound...from bicycle and car hire to boat and kayak hire, just about anything is possible.



Before leaving Korcula Town, take the lovely, moderate day ride from town to Lumbarda & back.
Distance: 20.2 km (12.5 mi)
Ascent: 251 m (823 ft)
Descent: 251 m (823 ft)
Max: 101 m (331 ft)



Korcula Island-Korcula Town to Vela Luka Via Smokvica

Distance: 57.2 m (35.6 mi); Ascent: 1006 m (3300 ft); Descent: 1032 m (3386 ft); Max: 352 m (1154 ft)

The ride to Vela Luka is fabulous. Cyclists have a choice of two routes: via secondary roads or on the main road Hwy D118. The route we preferred goes through Smokvica using more secondary roads and is very scenic.

It's a long climb out of Korcula Town to about 1000 feet elevation. The road is good pavement but there is no shoulder. The traffic is minimal however. Take the turn off at Pupnat towards Pupnatska Luka for a very scenic sea route on high cliffs. It's also less climbing this way than if you stay on the highway. Do not drop down into Pupnatska Luka itself. Stay on the secondary road as it winds around the mountainside with glorious views. This secondary road is very peaceful and quiet. We see many other cyclists who are doing a tour with either a vehicle or a boat on this route. Of course they have no luggage.

The town of Cara is very picturesque sitting on a hillside as you approach on the secondary road. It is surrounded by vineyards and olive trees. This is especially nice section of road as it is more level for riding.

Continue on straight through Cara. Do not take the road back up to the highway. The next town is Smokvica.

In the middle of Smokvica, follow the road to Brna which is a lovely seaside town with apartments and rooms to let. This would be a good place to spend the night if you want to make a two day trip out of this.

After Brna, the road follows above the sea in a winding twisting route that is very scenic. This is the best part of the entire ride.

Prizba is another beach town along this part of the route. It has a lot of expensive apartments. We didn't see any rooms for rent.

Shortly after Prizba, the road turns inland and begins a serious climb to Blato. The view of Blato is very photographically satisfying. Blato is a large town with an old church sitting atop a hill. Go through the town on a narrow lane shaded by lovely trees. Keep watch for a small sign to Potirna. The road goes uphill and is so tiny and narrow, it is easy to mistake it for a town road. This is a pleasant, undulating route with minimal traffic through pretty countryside that takes you right into Vela Luka.



Above Pupnatska Luka



Brna



Blato



Korcula Island

Korcula Town to Vela Luka Via Smokvica

Distance: 57.2 km (35.6 mi)

Ascent: 1006 m (3300 ft)

Descent: 1032 m (3386 ft)

Max: 352 m (1154 ft)

Korcula Town to Pupnat via Highway D118

Pupnat to Cara to Smokvica via secondary road

Smokvica to Brna via secondary road

Brna to Prizba to Blato via secondary road

Blato to Vela Luka via secondary road.



Vela Luka



Brač Island

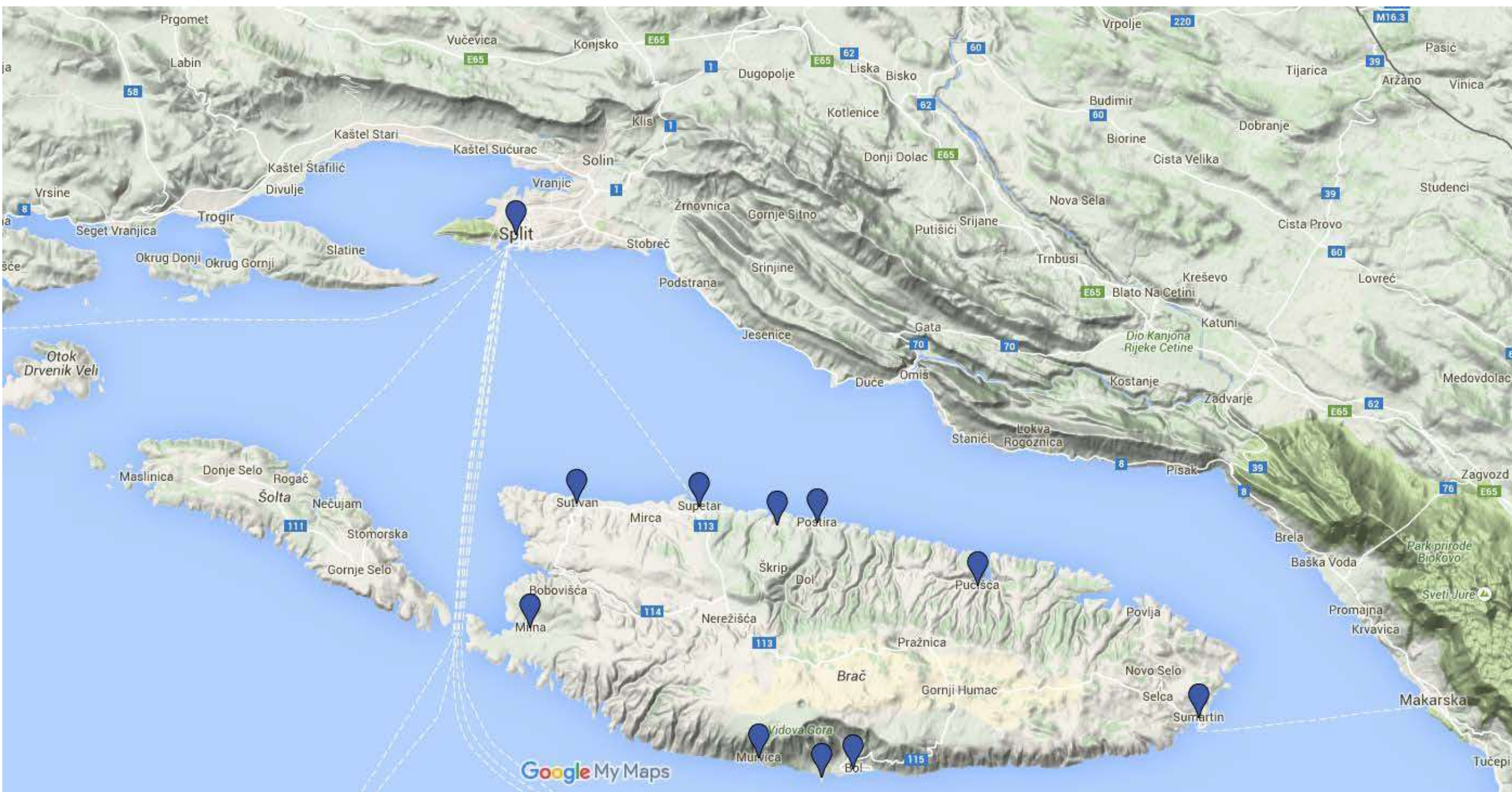
Brač Island is close to Split which makes it an easily accessible island for travelers. An international airport serves Split and there are many ferry routes to the southern group of islands from Split.

Brač attracts many cyclists, including those who sign up for commercial tours from various ports on the island. There are many cycling routes on Brač, but be aware, almost all gain and lose significant elevation. The following pages of maps and figures cover all the rides we did on the island. One could spend an entire vacation just on Brač. We have day rides that can be ridden without luggage and return to Supetar, and through rides with luggage that

visits various ports. The icing on the cake is the Hotspots tour that goes around the entire island with stays in each of the lovely port towns.

This map demonstrates the relationship between Brač Island and Split as well as the port towns we recommend visiting. Our routes go to all of these port towns.

Our routes use Supetar as the base of operation.



Brac Island-Supetar



Supetar is a small town on the northwest side of Brac island and serves as an island access port. Supetar is known for its long beaches modernized with walkways, rental lounges and umbrellas, restaurants, and beach toys!

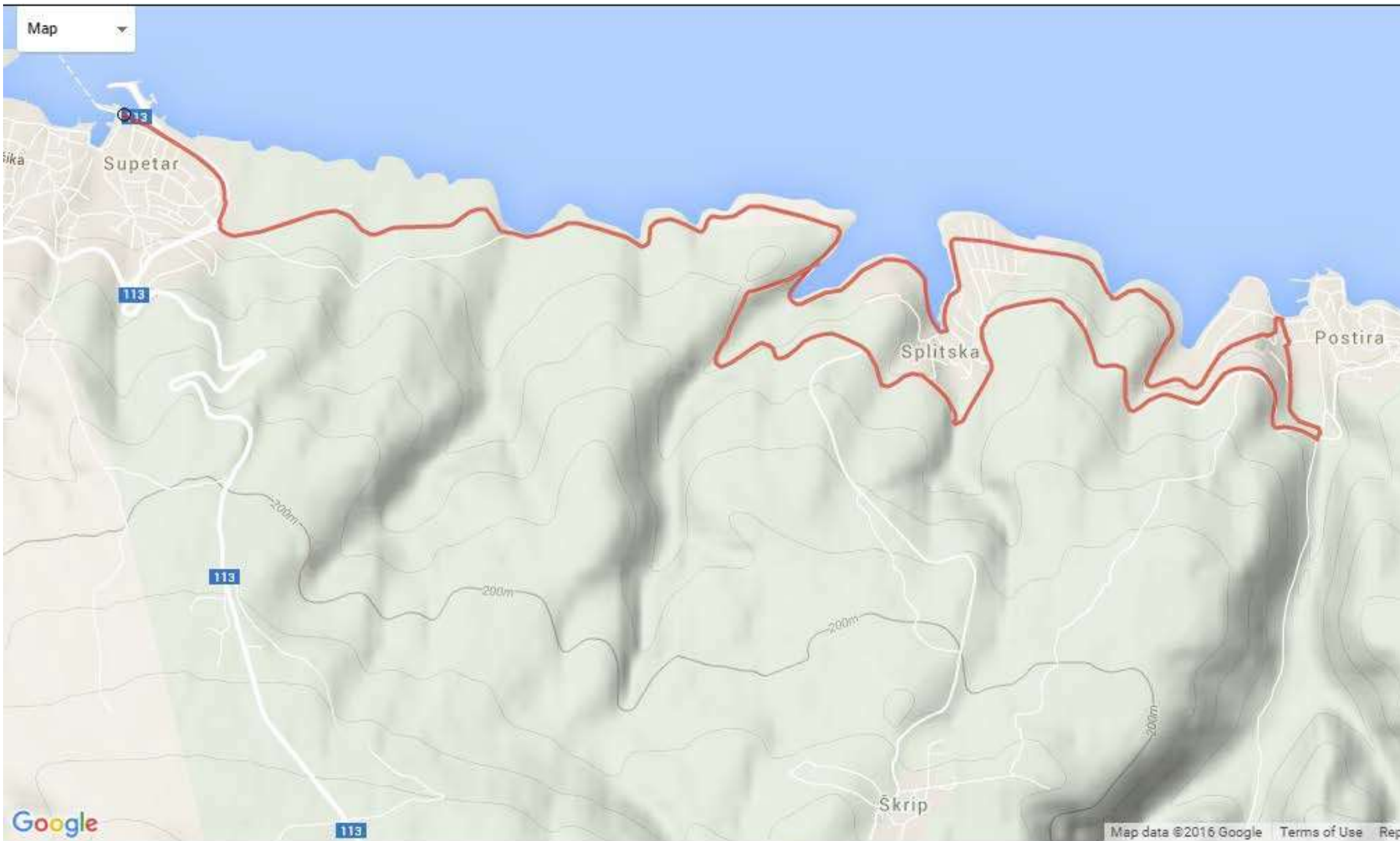
Old Supetar took root in the late Middle Ages. Built around the edges of a beautiful bay, its greatest expansion was in the 18th and 19th centuries.

Today expansion continues in the increased development of tourist facilities and commercial bicycle tours.



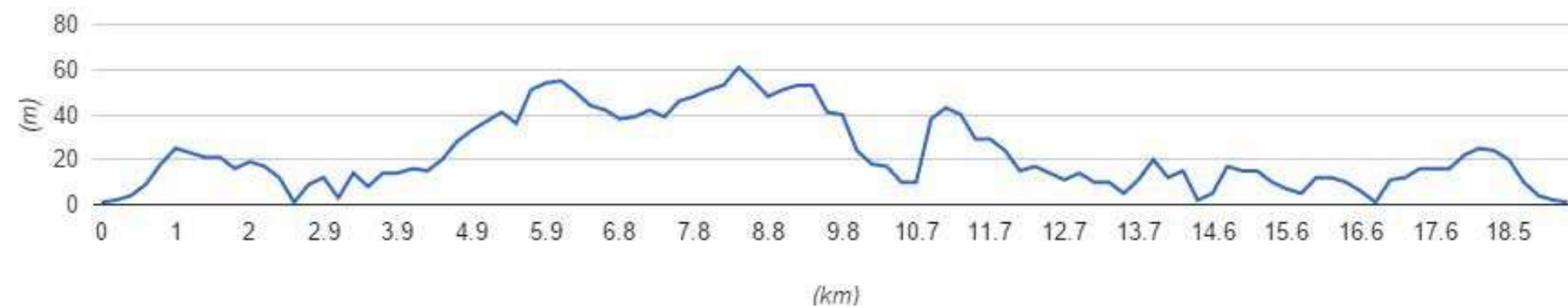
Brac Island: Supetar-Postira Loop

RT Distance: 19.5 km (12.5 mi); Ascent: 361 m 1184 ft; Descent: 361 m (1184 ft); Max: 60 m (197 ft)



This is the easiest ride on the entire island. It visits two special port towns: Splitska and Postira and returns a bit differently. This track stays on the highway all the way to Postira and returns via the bicycle route. It does not matter if riding the bicycle path along the sea shore on the way out or back. Plan to spend a leisurely day exploring the towns and pretty beaches.

The bicycle path is partly gravel



Brac Island: Supetar-Sutivan Loop

Distance: 36.9 km (23 mi); Ascent: 706 m (2316 ft); Descent: 714 m (2342 ft); Max: 383 m (1256 ft)



This is a ride that can be ridden without luggage because it starts and ends in Supetar. As is the case with most of the rides on Brač, there is plenty of serious climbing. It goes through the central portion of the mountains of the island. All the towns on route have much to offer.

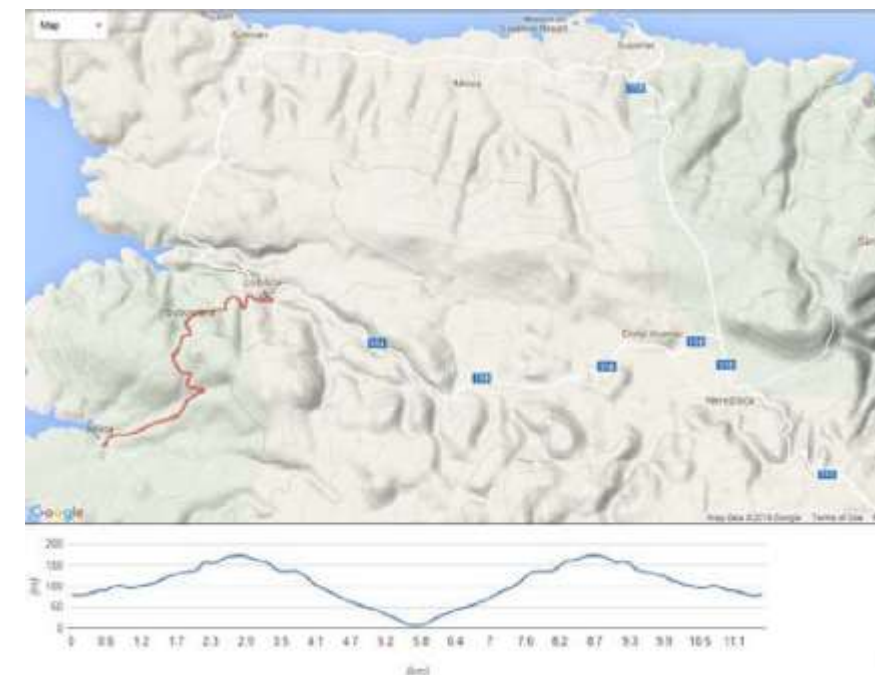
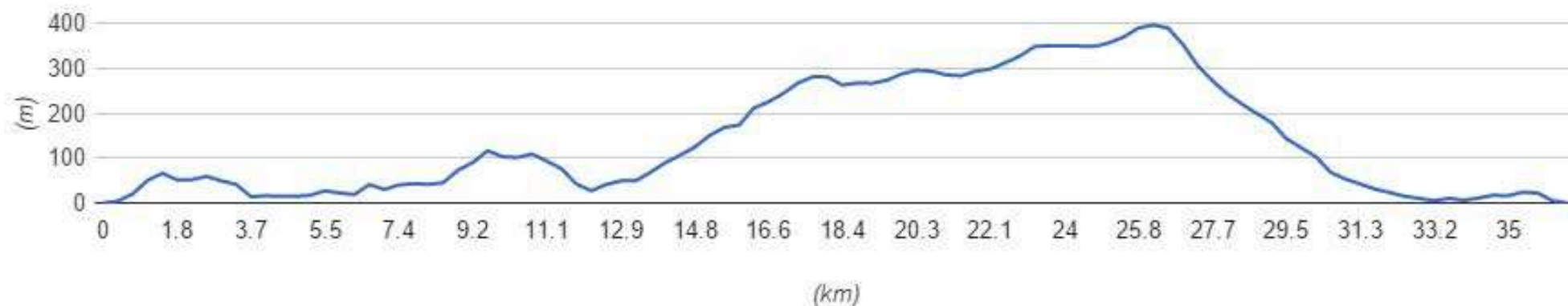
From near Ložišća, cyclists can add the extra side trip to Milna which is a lovely port town.

Distance: 11.6 km (7.2 mi)

Ascent: 283 m (928 ft)

Descent: 283 m (928 ft)

Max: 169 m (554 ft)



Side trip to Milna

Brač Island: Supetar-Praznica Loop

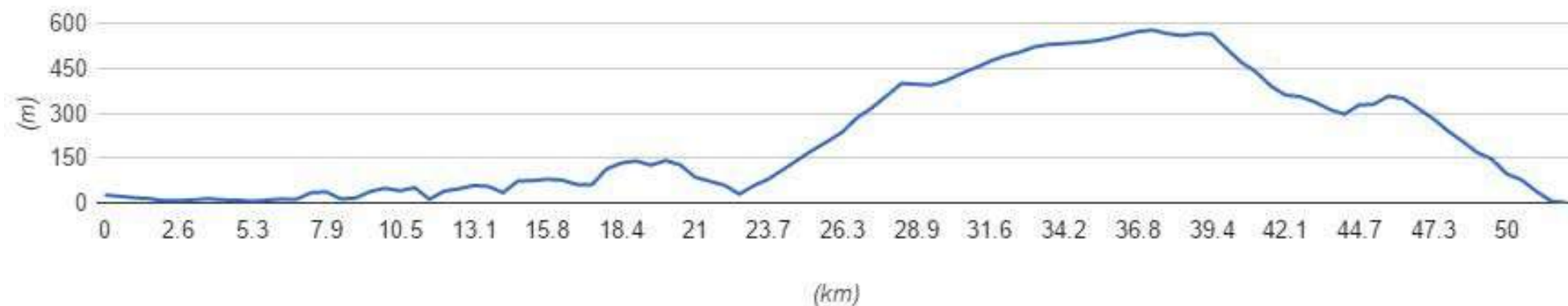
Distance: 52.7 km (33 mi); Ascent: 1025 m (3363 ft); Descent: 1025 m (3363 ft); Max: 553 m (1814 ft)



Splitska

The Supetar-Praznica Loop is another good day ride without luggage. It is longer and climbs more elevation than Supetar-Sutivan Loop. This clockwise direction visits the beach towns of [Splitska](#) and [Postira](#) before making a minor climb and descent to [Pucišća](#). This is where the big climb up into the mountains begins. The inland mountain town of [Nerezisica](#) was once the capital of the island. In the town center is the lovely Church of Our Lady of Carmel. The stone houses, and narrow streets deserve exploration.

[Donji Humac](#) is one of the oldest settlements on Brač. It is also the site of [konobakopacina](#), a traditional restaurant serving roast lamb on a spit. Delicious!



Brač Island: Supetar-Bol

Distance: 51.4 km (32 mi); Ascent: 1205 m (3953 ft); Descent: 1177 m (3862 ft); Max: 440 m (1444 ft)

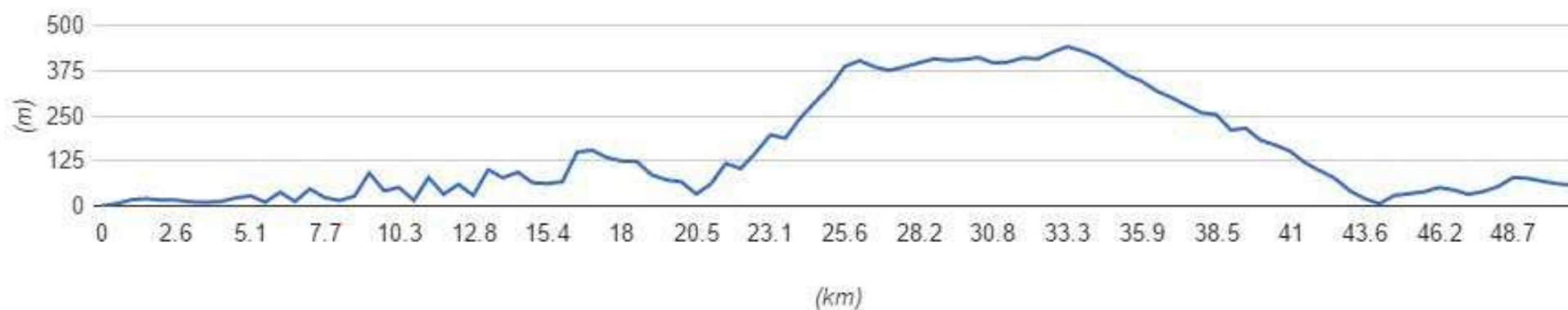


Bol is a favorite port town on the island primarily because it is close to [Zlatni Rat](#), a gorgeous beach on a spit of land reaching into the sea. This area draws kite surfers because of the reliable wind in the channel between Brač and Hvar Island.

There is also a popular nudist beach further down the road at [Murvica](#). Because of the beaches there is plentiful camping and lodging in the area. It is worth staying a few days.



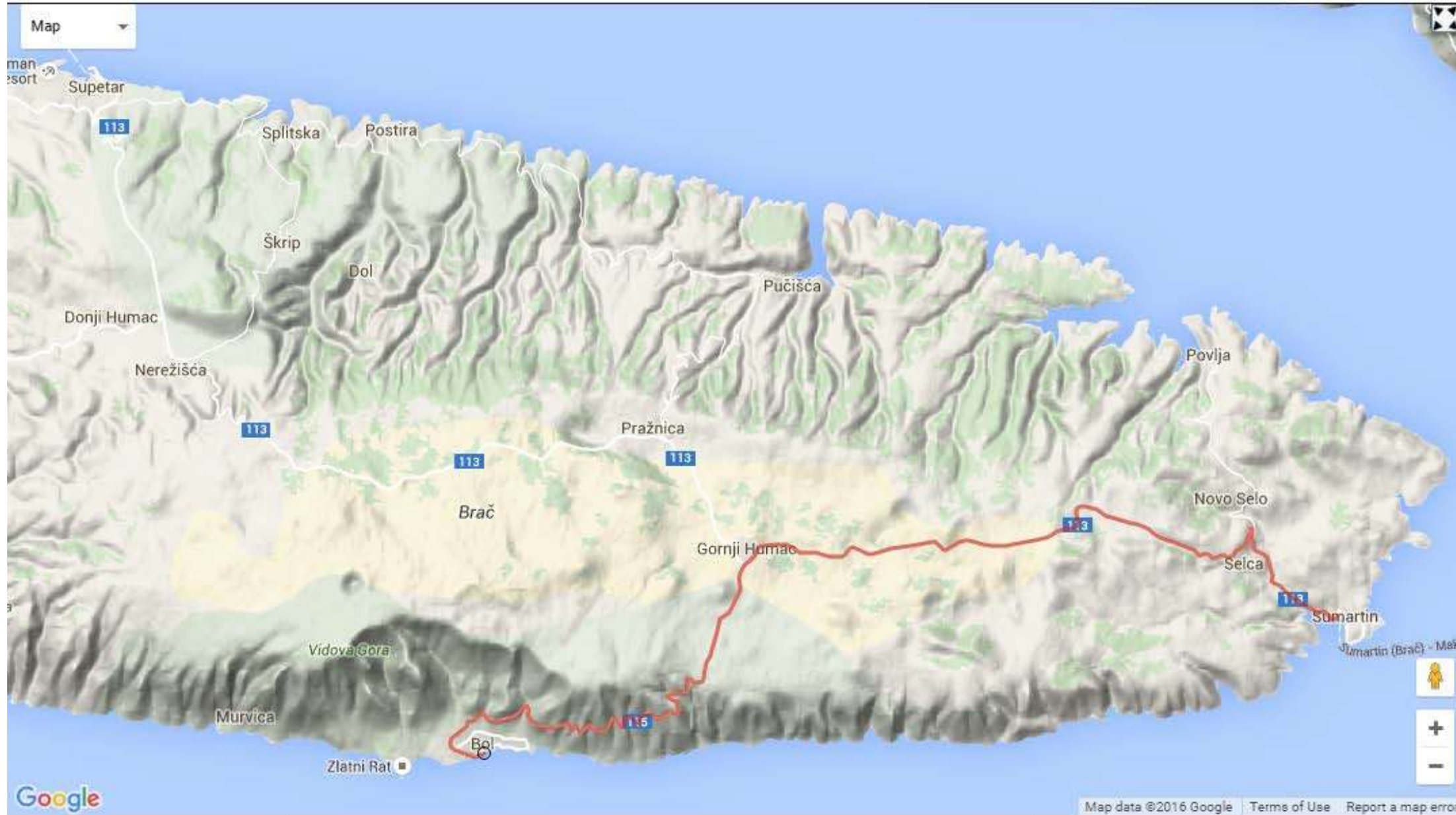
Nudist beach with Zlatni Rat beach in the distance



Brac Island: Bol-Sumartin

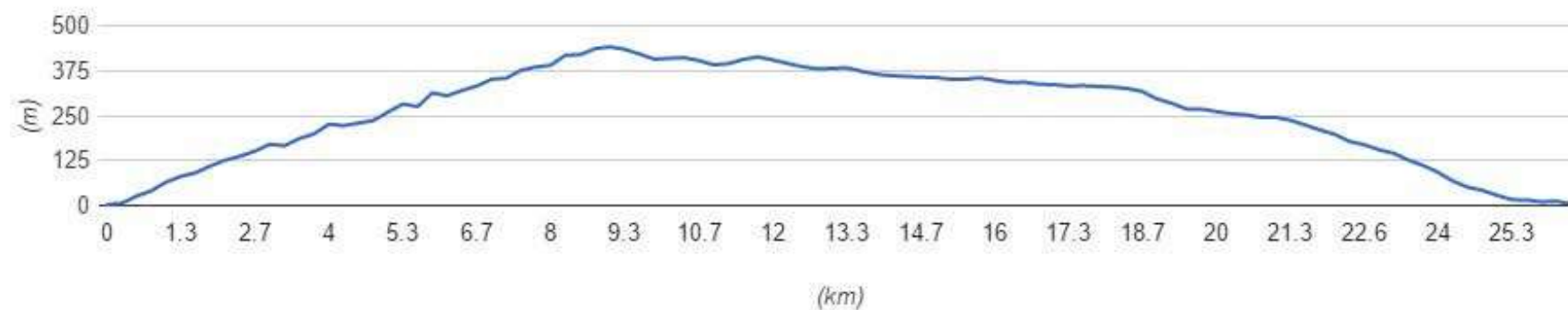
Distance: 26.7 km (16.6 mi); Ascent: 762 m (2500 ft); Descent: 762 m (2500 ft); Max: 440 m (1444 ft)

One of the easier rides in both distance and elevation gain, Bol to Sumartin has a wonderful, long downhill. Sumartin is the ferry port that goes to the mainland at Makarska. For cyclists who are going the distance between Dubrovnik and Rijeka in either direction they will cycle to or from this ferry port.



[Sumartin](#) is small and charming. It is not a major tourist destination as there are few beaches. There are a handful of restaurants along the waterfront. Lodging comes in the form of [apartments](#) and rooms.

Sumartin Harbor

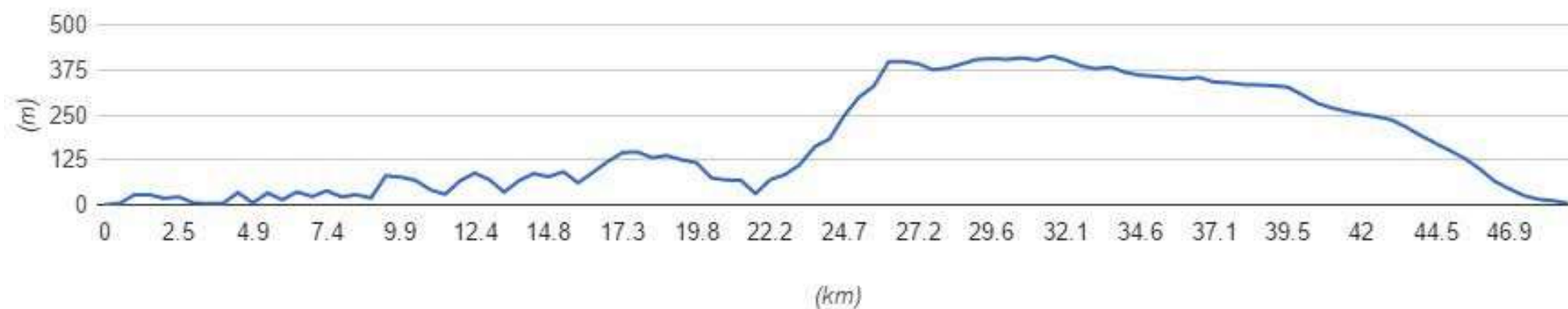


Brač Island: Supetar-Sumartin

Distance: 49.5 km (30.7 mi); Ascent: 1100 m (3609 ft); Descent: 1098 m (3602 ft); Max: 440 m (1444 ft)



This is the same hard climb from Pucisca as the route to Bol. That is why we suggest going to Bol and spending a few days relaxing and enjoying the best beaches on the island before going on to Sumartin. It breaks up the journey as well.



Logical Route North or South From Brač Island

After cycling around Brač island, the simplest way to continue in a north or south direction is really dictated by the available ferries that bicycles are allowed to take. Cycle Brač Island's many routes finishing in Sumartin. Take the ferry from Sumartin on Brač Island to Makarska on mainland. It is a relatively short cycle from Makarska to Drvenik on Highway 8. (Yes, this is now cycling from north to south). Take the ferry from Drvenik to Sućuraj on Hvar Island. Sućuraj is at the far eastern end of Hvar Island. Be prepared for a long, remote cycle from Sućuraj to Stari Grad on the north western shore. Stari Grad, or Jelsa are wonderful small towns with excellent lodging facilities from apartments to rooms to hotels. Yet, these towns are small, friendly and feel intimate compared to tourist heavy Hvar Town on the south western shore. Using Stari Grad or Jelsa as a base, ride to Hvar town for the day and return the same way, or return through the mountains. Then take the ferry from Stari Grad to Split.



Route A-Stage 5A-Mainland-Makarska to Drvenik

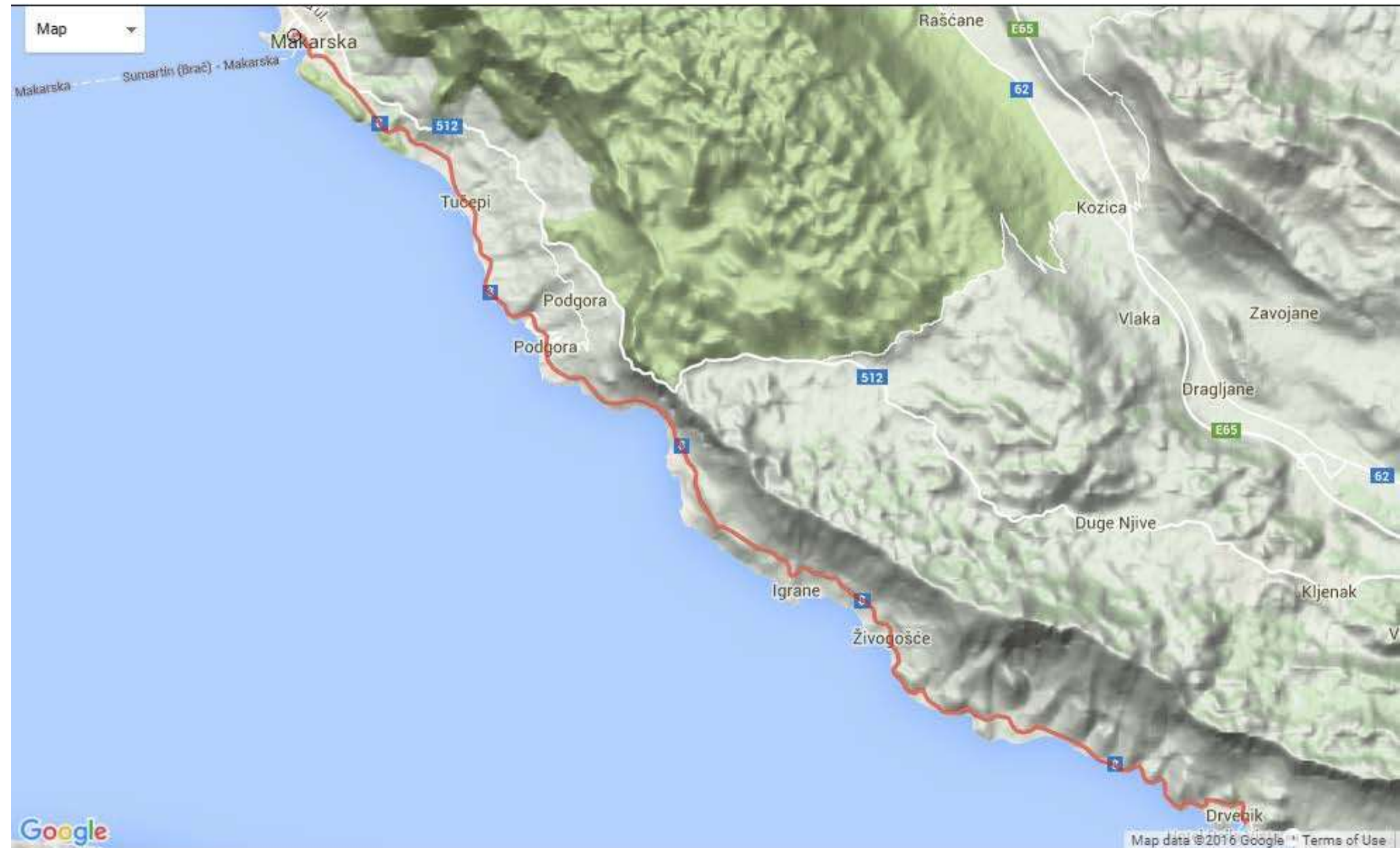
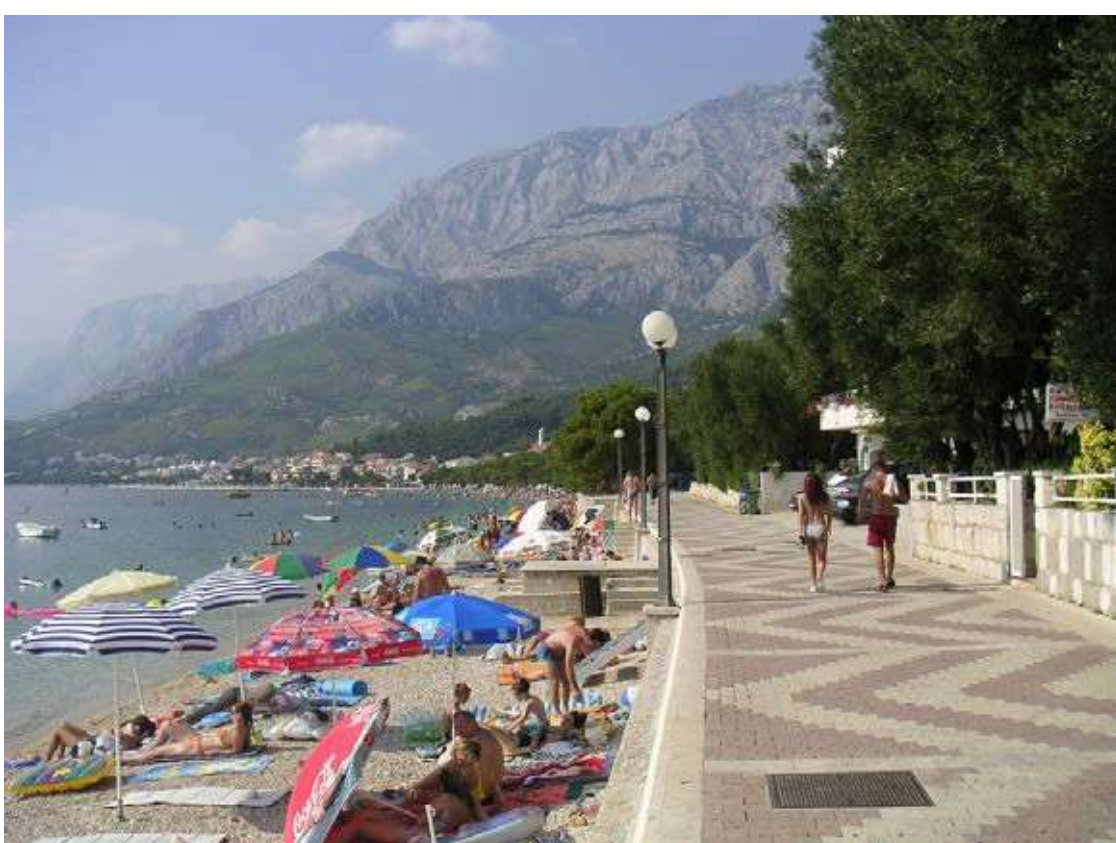
Distance: 29.2 km (18 mi); Ascent: 645 m (2116 ft); Descent: 645 m (2116 ft); Max: 153 m (502 ft)

No matter if you ride the entire distance from Makarska to Drvenik, or split the ride into 2 stages, plan to get the ferry from Drvenik to Sucuraj and stay in Sucuraj the rest of the day. The ride from Sucuraj is long and hard and very remote. There are no places to stay until close to Jelsa.

The stretch between Makarska and Drvenik is part of the lovely [Makarska Riviera](#). Some of the pretty towns one might consider staying in along the route are Makarska, Tucepi, and Podgora.

Tucepi-Boardwalk

By Vacation 2-Creative Commons



Makarska to Drvenik

On the mainland



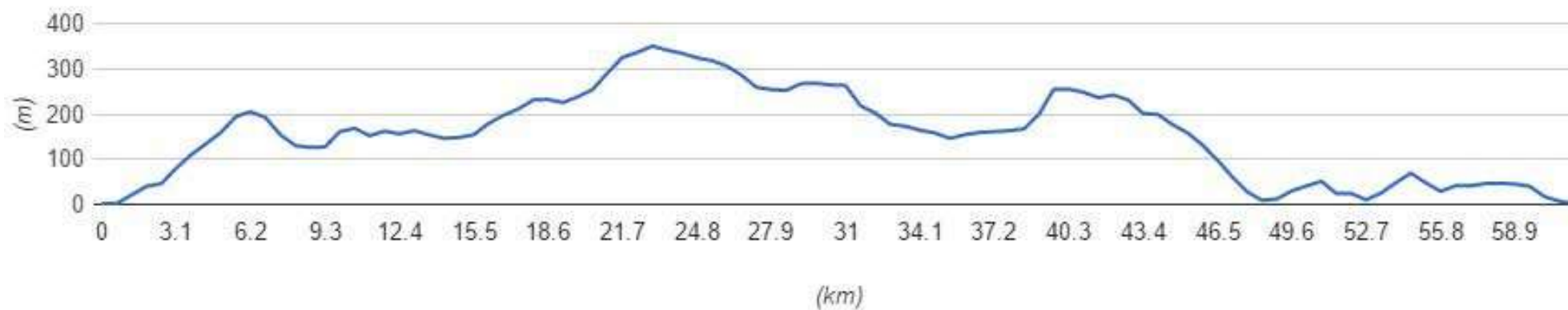
Route A-Stage 6A-Hvar Island-Sucuraj to Stari Grad

Distance: 62 km (38.5 mi); Ascent: 1271 m (4169 ft); Descent: 1272 m (4169 ft); Max: 346 m (1135 ft)



There are apartments and rooms for rent and places to eat in Sucuraj. The road from Sucuraj is an old paved road with no shoulder. It has long climbs and steep grades. The road twists and turns sharply and descends up and down steeply. It is narrow, and rough in places. The worst pavement is about nine miles this side of Jelsa. Some of the road is newly paved (about 6 miles) and perhaps by the time of this writing, more repairs will have been made. This paved section is also the most photogenic with grand views of the inlets and islands surrounding Hvar.

Before Poljica, the road returns to a narrow lane with no shoulder still winding and twisting through the mountains. On the older parts of the road where it is narrow, there is not even enough room for a white line on the outer edge. Sometimes that edge drops straight down up to 6 feet and more. Not much room for error. This route has a lonely feeling...almost desolate. High on the spine of the island, there are frequent views off either side to the sea. Villages are old, almost looking abandoned. Food and lodging was always down some other side road. Best to be self sufficient. You can ride a secondary road from Jelsa right into the center of Stari Grad at the Information office at the very end of the bay. Jelsa and Stari Grad have plentiful apartments and rooms. They are both very charming villages.



Route A-Stage 6A-Hvar Island

Sucuraj to Stari Grad



Sucuraj



Jelsa

Stari Grad



Stari Grad is the oldest town on Hvar, dating as far back as 384 BC. The flat land immediately around the deep, narrow bay was divided into lots; the corner stones of early owners offer an intriguing peek into history. The fertile land grew crops, olives and wines. The tourist office has a map for day riding around the historic area. Stari Grad itself surrounds the long narrow bay on both sides offering a sheltered, picturesque harbor. The town still retains its historical appearance in the buildings and narrow streets that lead away from the harbor. It is a very pleasant village on the sea with a good choice of accommodation. It makes a good base to further explore Hvar without luggage. The ferry to Split leaves from the edge of town.

Route A-Stage 6B-Hvar Island-Stari Grad-Hvar Town Loop

Distance: 38.2 km (28.7 mi); Ascent: 752 m (2467 ft); Descent: 752 m (2467 ft); Max: 387 m (1270 ft)



Hvar Church

The main highway 116 route goes through a tunnel to Hvar. It starts with an 8% hill. This soon changes to 10%. The tunnel is 150 m long. It does have overhead lights. There is a sidewalk on both sides of the tunnel that could be walked with a bicycle. There is a lot of rebar sticking up out of the sidewalk so it would be very difficult to ride this sidewalk. Most cyclists we have talked to said they just ride the road through the tunnel as we did. But be sure to have lights. There is not a lot of traffic going through the tunnel.



Route A-Stage 6B-Stari Grad-Hvar Town Loop

After the tunnel you are already heading downhill at 7%.

Almost immediately you have wonderful views of the sea on the other side of the island. The highway paving is smooth. There is a small shoulder on portions of the road, but it's not really suitable for riding. It's just a place to move off the road. There are signs along the highway that identify this as Route 3 for bicycles. The road undulates, sometimes steeply, but the views are spectacular. It's a beautiful ride.



Route A-Stage 6B-Stari Grad-Hvar Town Loop

Hvar Town is awash with tourists. It feels more like Dubrovnik when the streets are filled with camera pointing visitors. It doesn't have the ambience like Stari Grad in our opinion. Big, expensive motor craft parked along the old town pier are stacked together like a crowded RV park. Cafes and restaurants, boats for hire, bicycles for hire, kayaks for hire are everywhere. You can rent an electric bike in Hvar. We saw a group on these bikes on the route to Sucuraj. There is a fortress perched high on a cliff above the old town of Hvar.



Route A-Stage 6B-Stari Grad-Hvar Town Loop

The return loop follows the old highway out of Hvar. The old highway from Hvar back to Stari Grad is labeled Route 1. The road is very narrow with no shoulder. It winds and twists steeply uphill from Hvar. There is less traffic on this route but the paving is rough. The Hvar dump is on this route and because you're going uphill it takes a while to get by. It is fragrant. There are millions of seagulls foraging through the trash. It is a long climb out of Hvar Town. Once you get up high, the views of the sea are wonderful.

The town of Brusje looks deserted and old. Some of the buildings are crumbling. It's amazing to see such stonework and think about how these buildings were built in the first place. Lavender grows on the hillsides above Brusje. It is cultivated and sold in all the little villages.

It's a much rougher road surface in different sections on this old highway than the new highway. High above Brusje, down the hillside, it looks like they have gathered thousands of tons of rock and put them into piles in short walls in an attempt to clear space for plantings. There is little shade on this route.

The old highway is interesting and picturesque in a different way from the new highway, This part of the ride feels wild, untamed, challenging. It is considerably more difficult for a bicycle because of the steep gradient, the elevation gain and the rough condition of the road. Even though the old highway has steep grades on both sides of the pass, it is easier to climb from the Hvar side than from the Stari Grad side because of the gradients.

If you do not want to ride the old highway to complete the loop, just ride back the way you came.



Split



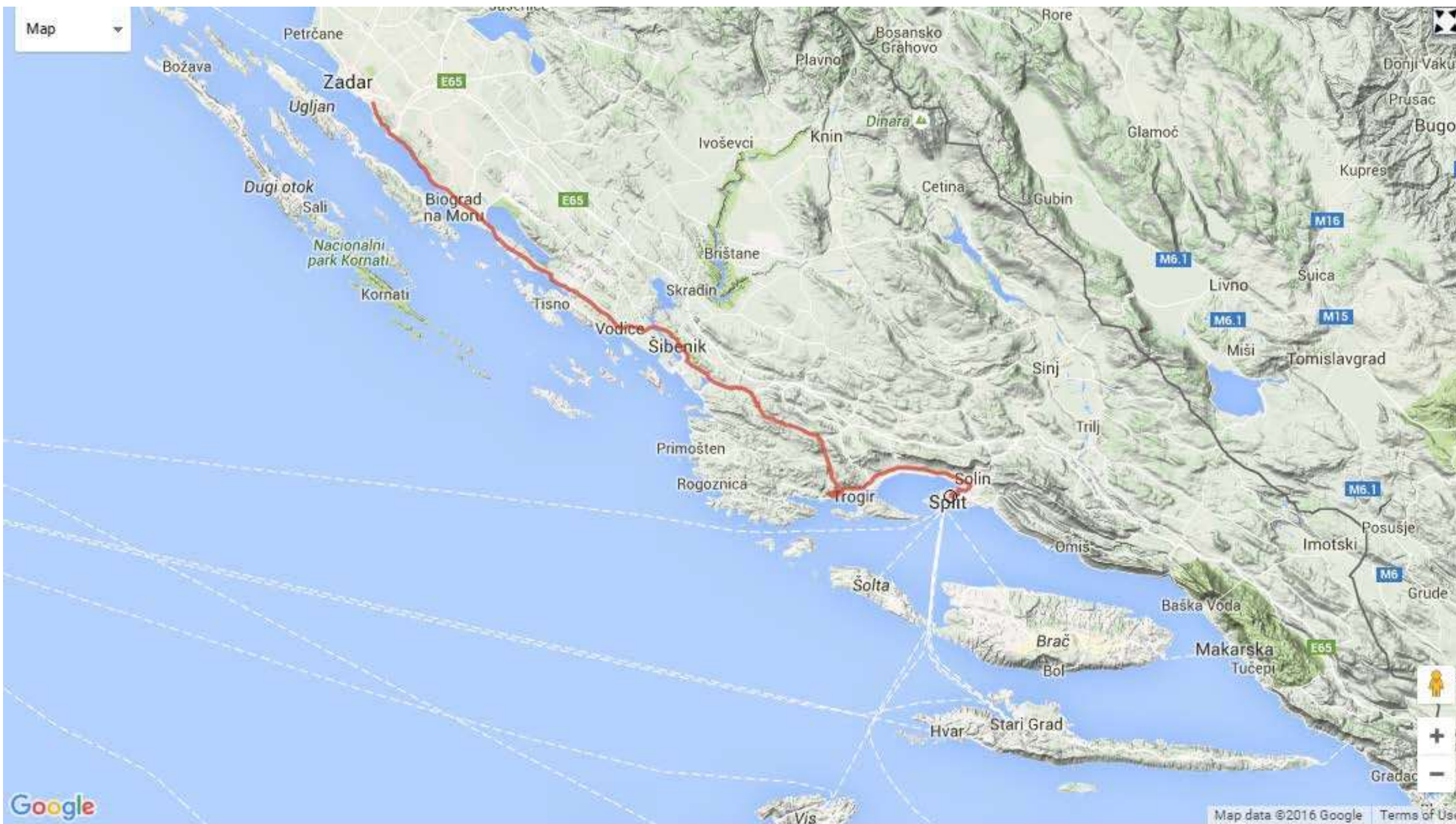
There is a direct ferry from Stari Grad on Hvar Island to [Split](#). Split is the second largest city in Croatia; the largest on the Dalmatian coast. It is a hub of transportation with an international airport,

bus and train stations and of course ferries. Worthy of at least a short stay is a visit to the Roman Emperor Diocletian's Palace, a convenient, short walk from the ferry harbor. Some of the original buildings and the original wall still stand proudly at the edge of the sea.



Route A-Stage 7A-Split-Zadar

Distance: 140 km (87 mi); Ascent: 1471 m (4826 ft); Descent: 1473 m (4833 ft); Max: 448 m (1470 ft)



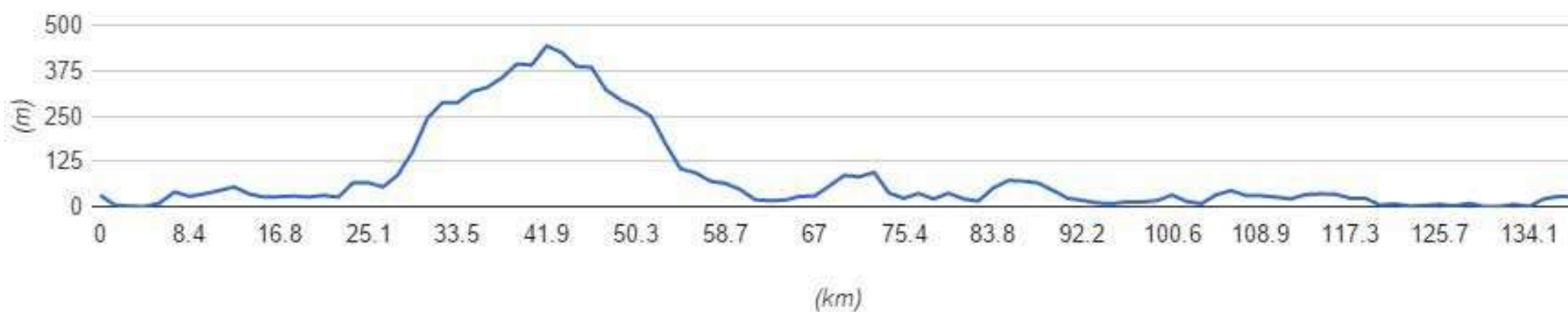
There are no ferries between Split and Zadar. Through cyclists have a choice of riding EuroVelo 8 route that climbs inland, or following Highway 8 along the coast.

We did not ride this section. We finished our 2014 tour in Split and began again in 2015 in Rijeka and rode south. We did however ride Highway 8 in a bus between Split and Zadar. So we created a map and track for Highway 8. The one great big hill in the profile is between Trogir and Šibenik.

We also ran a track following the coast between Trogir and Šibenik because we thought it would be less gain in elevation, but it turned out to gain more...+1533 m or 5029 ft!

Towns worth visiting on the route are definitely [Trogir](#), [Šibenik](#) and [Vodice](#).

[Trogir-Attribution](#)



Zadar on the mainland



We secured lodging before arrival at Kolega Guesthouse right in the old town. Very nice 2 star accommodation and a downstairs place to put the bikes. That's good, because the rooms are 3 stories up. Marin, the caretaker, is a wonderful host.

Zadar is a mix of modern, old post war and of course very old...like 11th century old. It does attract bus load tourists which in our mind detracts greatly from enjoying the city, but it is certainly worth a day visit, and much more if you visit Dugi Island.

Consider spending a few days and making a trip to Dugi Island for day riding or several days of riding and lodging or camping. The roads are excellent and traffic is minimal. One must return to Zadar however, so we could not use the island to continue our journey north.

Between Zadar & Rijeka

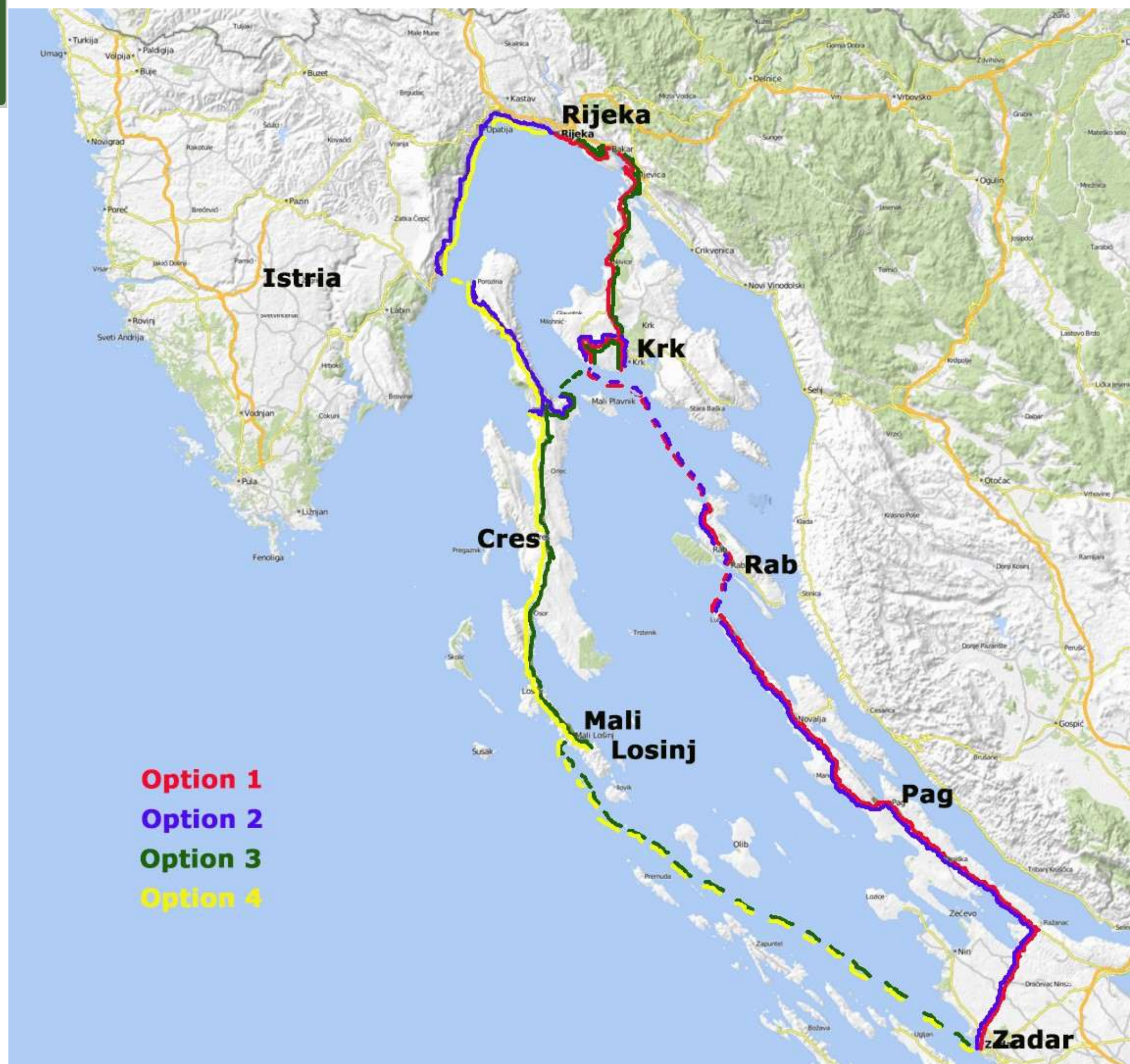
There are four different route options cyclists can ride between Zadar and Rijeka both from south to north and from north to south. These options are explained thoroughly in the Routes Chart and in the Routes Summary. The map below shows these four options. We also list them here for added clarity.

1. Option 1-Direct linear route that incorporates Pag Island, Rab Island and Krk Island ending in Rijeka or Zadar.
2. Option 2- Indirect clockwise route that incorporates Pag, Rab, Krk, half of Cres and the Istria Peninsula coast.
3. Option 3-An indirect route that incorporates Losinj Island, half of Cres Island, Krk Island.
4. Option 4-An indirect route that incorporates Losinj Island, all of Cres Island, and the Istria coast.

The ferry from Zadar to Mali Losinj (& reverse) only leaves on Monday and Friday so plan ahead if doing this island loop. It is a 7 hour ferry ride.

The maps in the following sections between Zadar and Rijeka are all going from south to north. Each section shows the routes and photos from each of the islands but does not include every stage of every option.

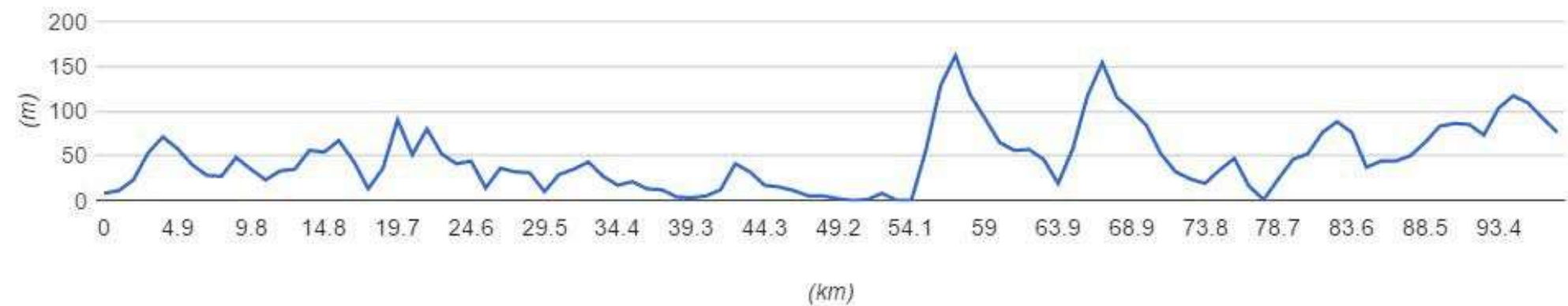
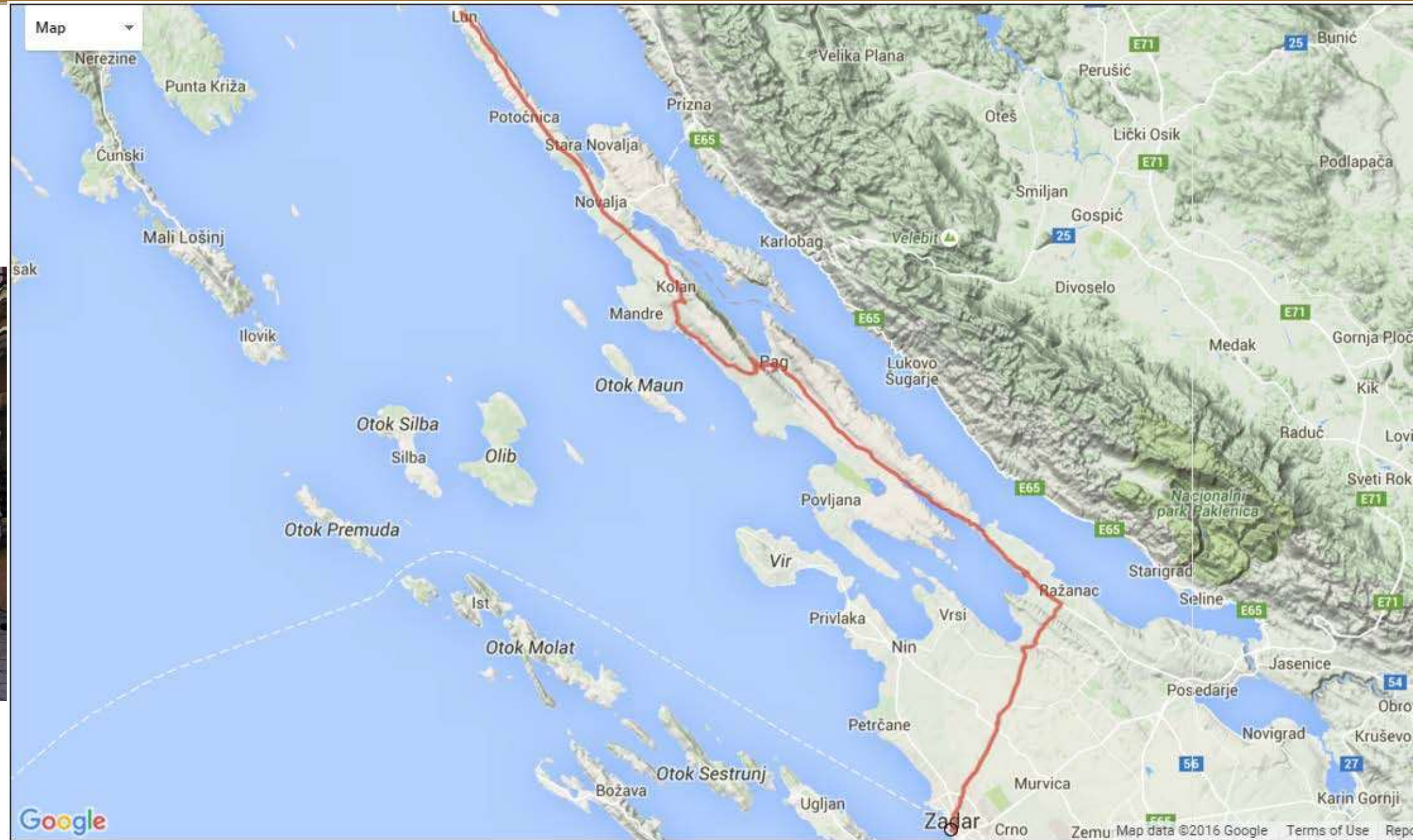
The Route Chart and Routes Summary at the end of the book detail every stage for each option. Our GPS download page also has all the maps and details you need for every option.



Zadar to Tovarnele on Pag Island Complete

Distance: 98.5 km (61.2 mi); Ascent: 1154 m (3787 ft); Descent: 1086 m (3561 ft); Max=156 m (512 ft)

Getting out of Zadar is relatively easy. The city center has wide pedestrian streets suitable for riding. Once out of the center, there are no bike lanes, but it's not a big city like Split or Rijeka; there are no freeways to deal with.



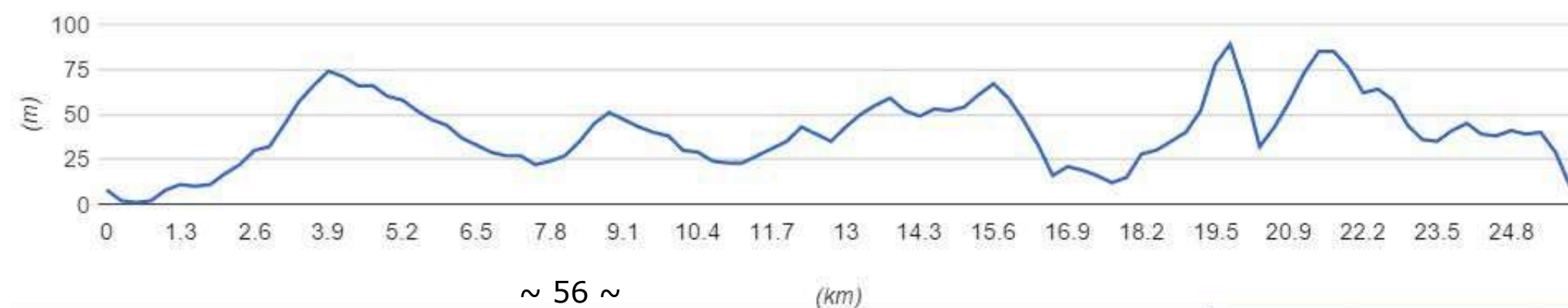
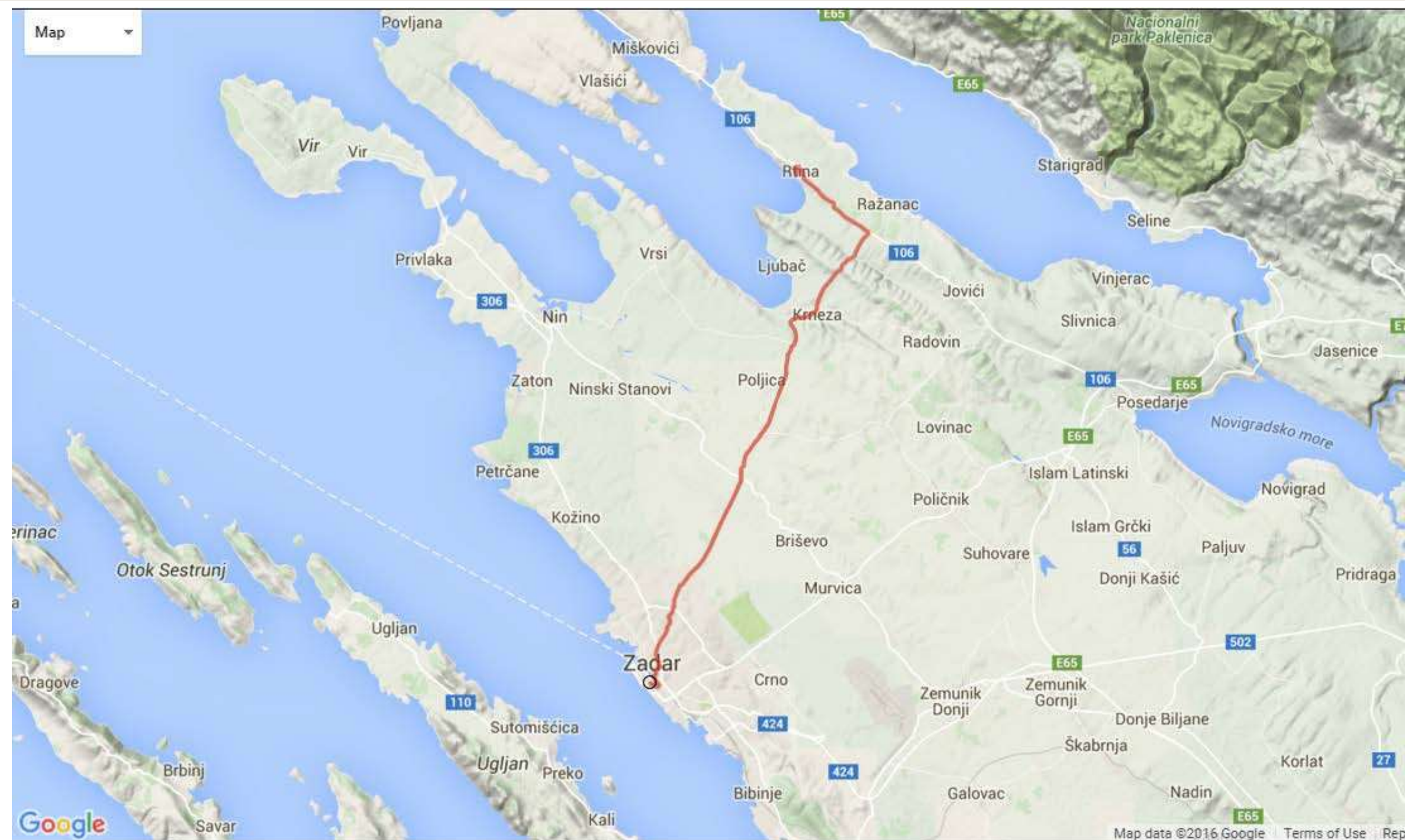


The ride from Zadar north towards the Pag Island bridge is surprisingly hilly but fun. Traffic comes in groups of 5 to 8 vehicles, then a bit of quiet before the next group. It is generally good paving but the standard width of white line to white line does not provide any shoulder.

There is not much in the way of suburbs of Zadar. Towns are scattered; the road is actually quite lonely but for the fruit stands. Highly recommend stopping at the stands. It was the tastiest fruit we have ever had.

Zadar to Miocic camp near Rtina

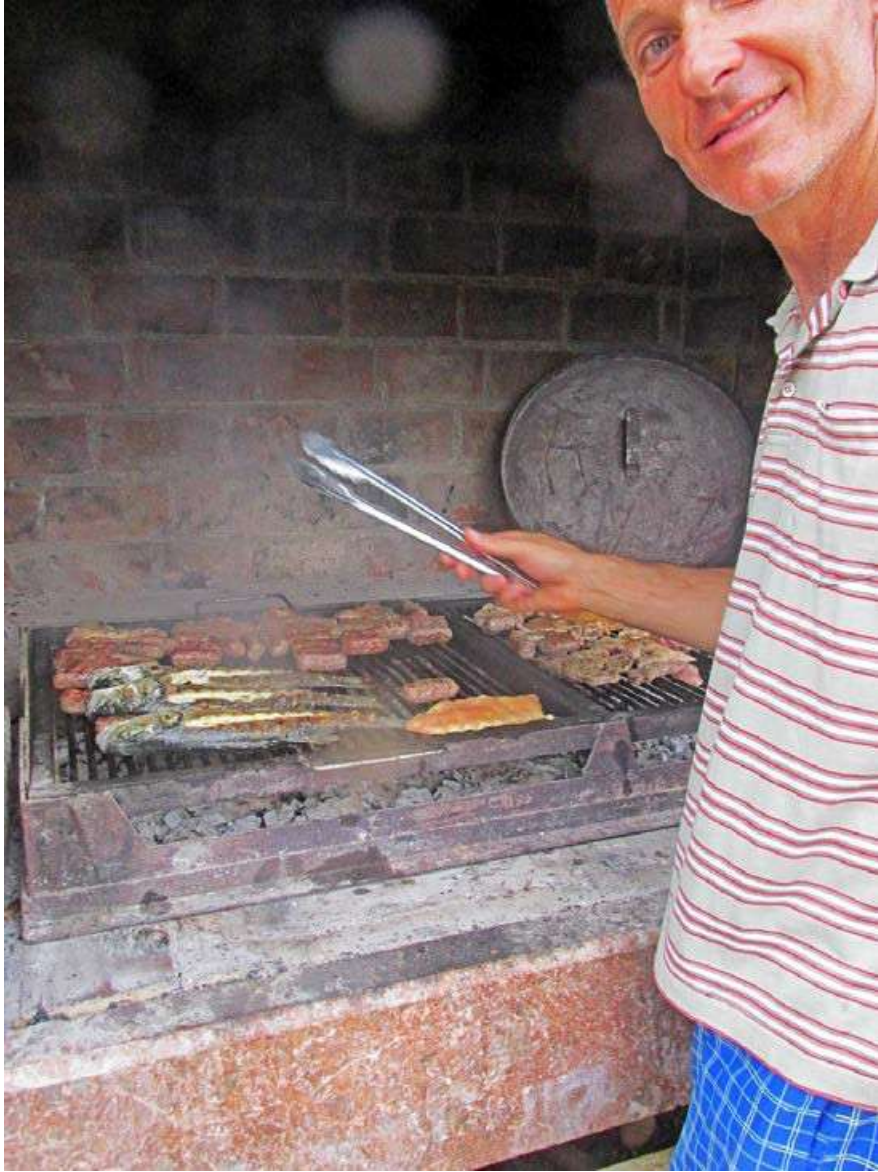
Distance: 26 km (16 mi); Ascent: 313 m (1027 ft); Descent: 304 m (997 ft); Max: 90 (295 ft)



Miocic Campground

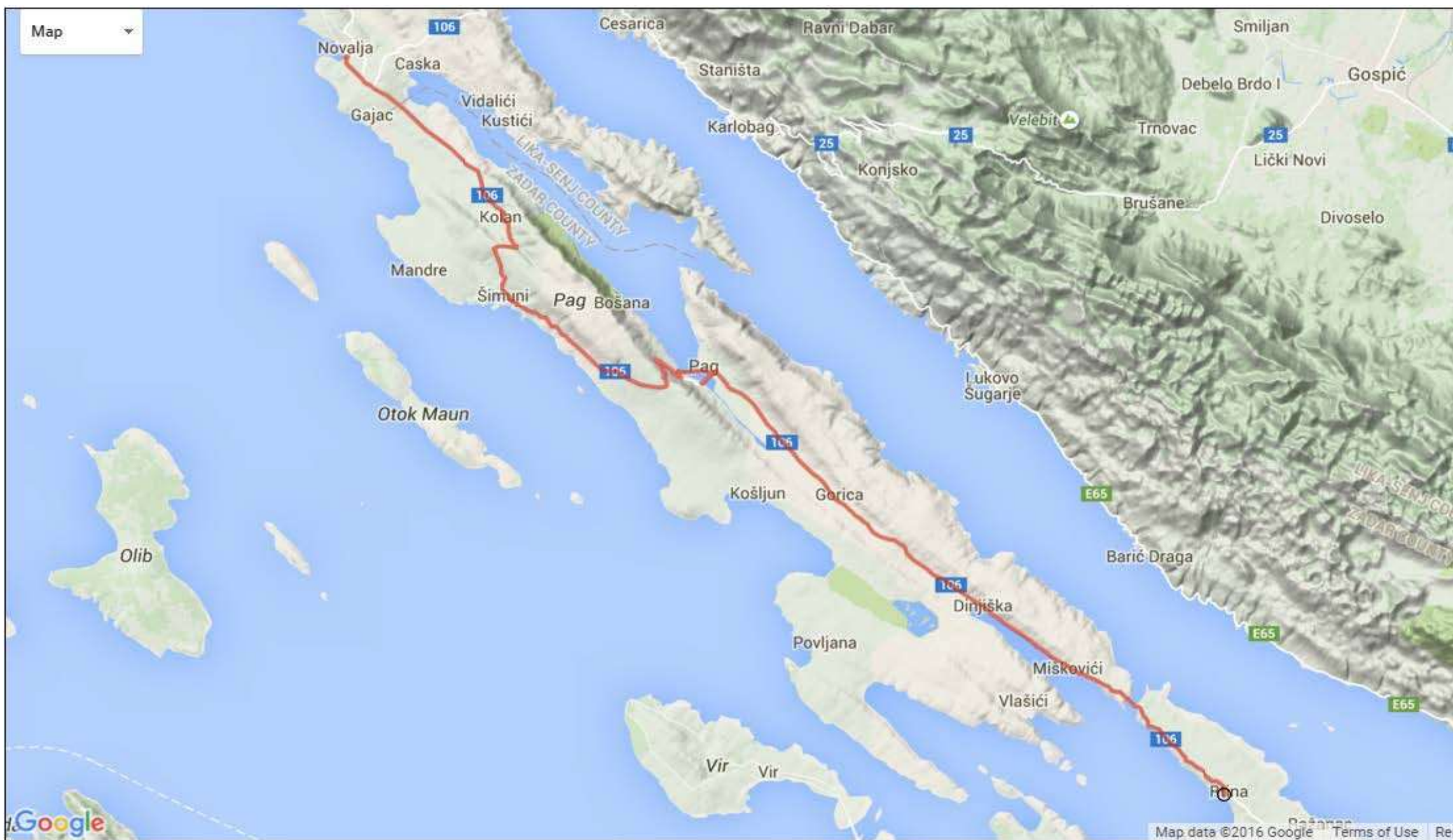
The small town of Rtina, before the Pag Island Bridge, offers one of the most pleasant camp sites for cyclists we had been to: Camp Miocic. They have tiered levels laid out for tents with views of the sea. A vine covered roof shades the sites. A fine restaurant serves made to order BBQ specialties of the area on their patio.

Once you leave Rtina, there is no more lodging until Pag.

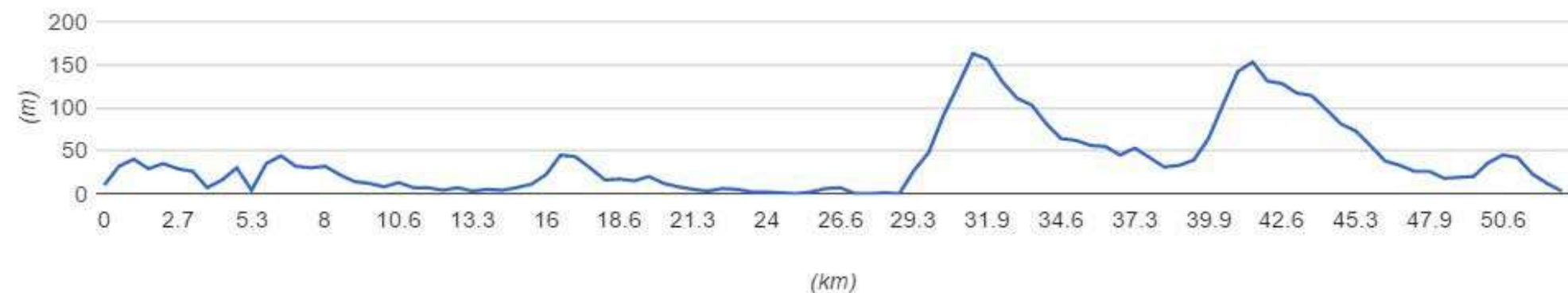


Miocic-Pag-Novalja on Pag Island

Distance: 53.3 km (33 mi); Ascent: 543 m (1782 ft); Descent: 558 m (1831 ft); Max: 156 m (512 ft)



Except for the enchanting town of Pag and its stunning beaches, riding Pag Island is a remote experience. Rocks, rocks and more rocks smother the island making farming a most difficult enterprise. Traffic was not an issue even though a bridge connects Pag Island to the mainland. This is fabulous riding!



Pag

Be sure to take time to wander around Pag. The wonderful beaches are spread out along the isthmus; the old town center is across on the far side. One could easily spend an extra day enjoying this pleasant resort town. The reason we continued on to Novalja was because we were enjoying the cycling so much, we did not want to stop early in the day.

Novalja has a beautiful campground. It too is a very picturesque town with many narrow streets and a great variety of restaurants.

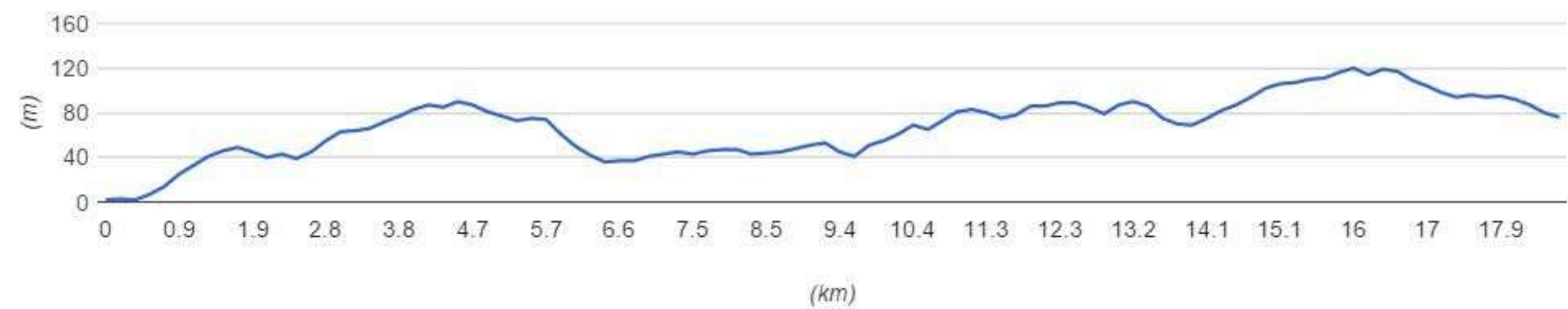


Novalja to Tovarnele Ferry

Distance: 18.9 km (11.7 mi); Ascent: 298 m (978 ft); Descent: 223 m (733 ft); Max: 130 m (427 ft)



Another remote, traffic free ride but with a lot of ups and downs from Novalja to the ferry at Tovarnele. Who needs a bicycle lane when you can have the whole road!



Pag Island to Rab Island Ferry

Tovarnele is not exactly a ferry port; it is a small boat port and the ferry is a really small boat! The shuttle boat is a [private service](#) that leaves Pag once a day. You can check the time by going into Tovarnele. The lodging in Tovarnele is private apartments.

The seas are rough as we approach the medieval town of Rab on Rab Island.

Approaching Rab Island



Rab Island



Herbert Ortner-Vienna Austria-Creative Commons

First writings about Rab Island were in 360 BC. But it was the Roman emperor [Octavian Augustus](#) who built the town walls.

Rab is a treasure with its old walled town. there are many narrow winding streets to explore. The island is definitely worth a visit just to walk around Rab.



There is a campground about 3 kilometers around the shore on a bike path that continues another 3.5 miles through beach towns. The camping is not organized into sites. It was stuffed with caravans parked where ever and there are no special places for tents. Good luck finding a spot in July. There are wonderful markets and restaurants all along the beaches.

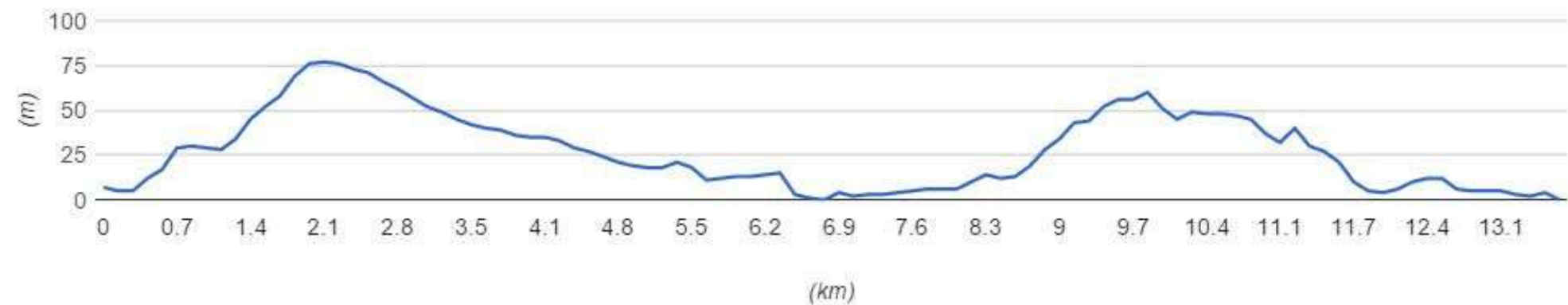
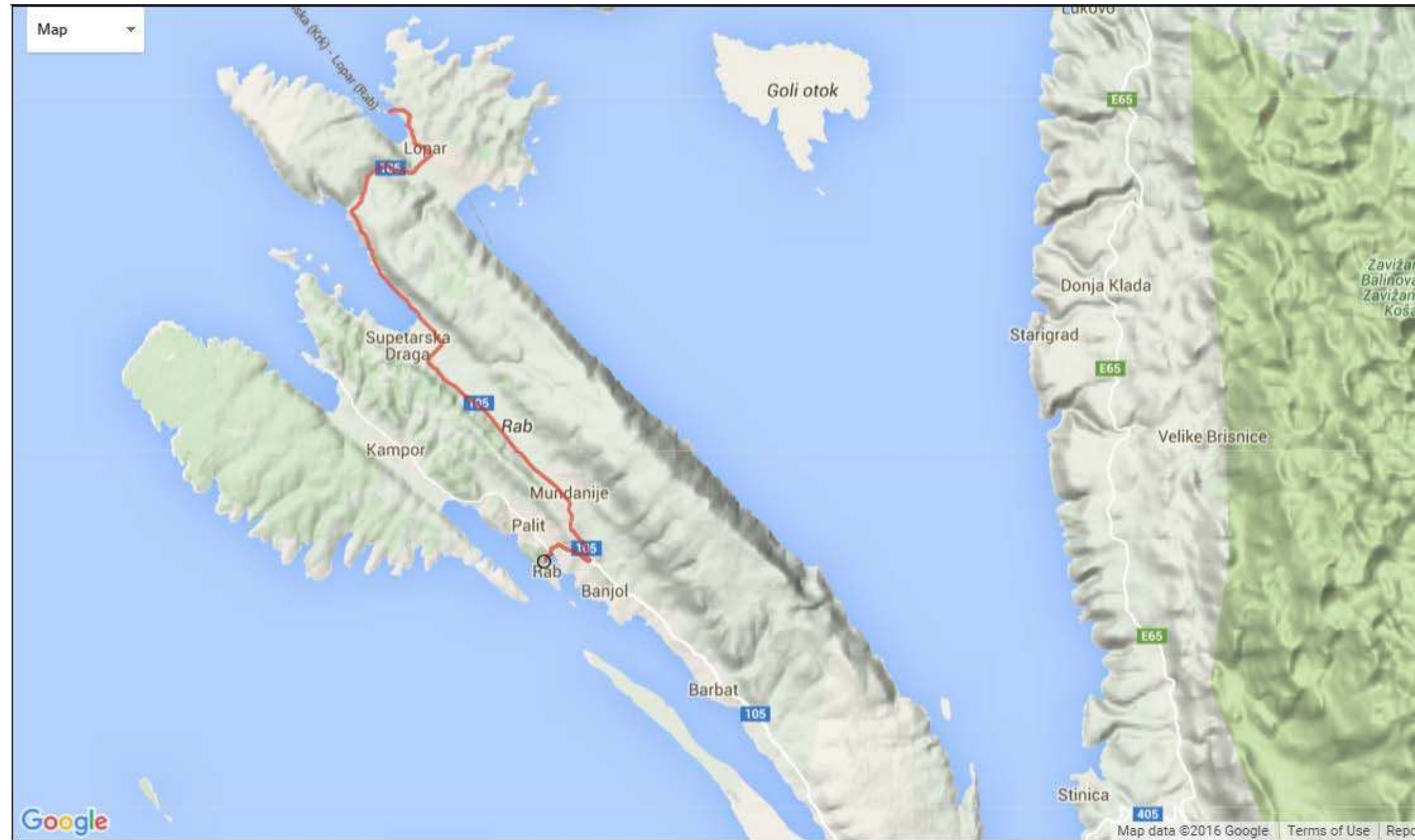
The information center in Rab has a map of bicycle routes on the island. There are numerous pleasant options. cycled the shore line route and the route out to the protected area. Fun riding without luggage.

Rab Island-Rab to Lopar Ferry

Distance: 13.8 km (8.6 mi); Ascent: 158 m (518 ft); Descent: 157 m (517 ft); Max: 72 m (236 ft)

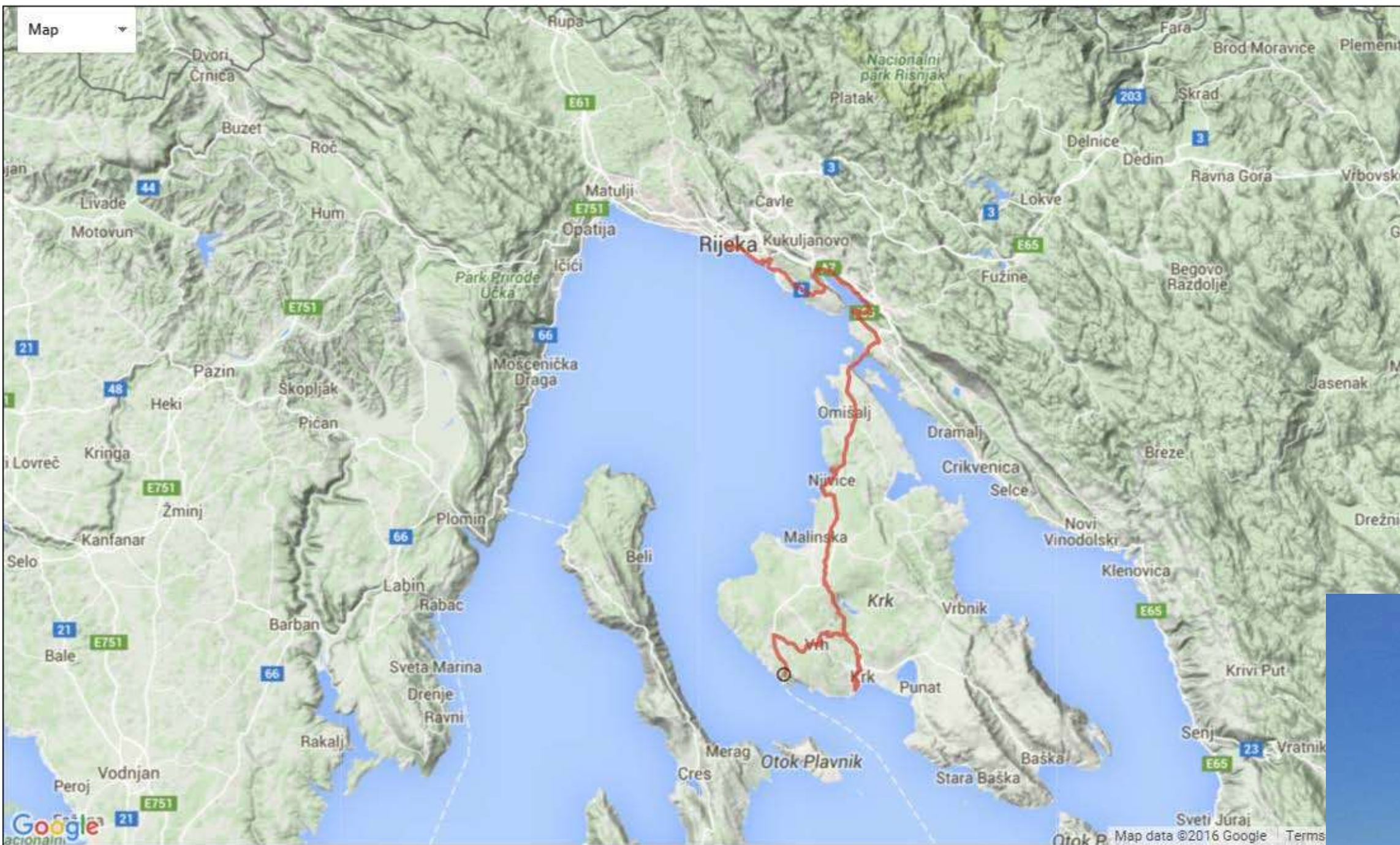
There is a bike sidewalk all the way from Rab to Lopar. It was still partially under construction which meant quite a few dead ends, so we rode the street. This time of year there was no traffic at all on Rab, but the construction of the bikeway must have a purpose!

It's a pretty ride with views of the sea and a spectacular pullout just before descending into Lopar.



Krk Island-Valbiska to Rijeka Complete

Distance 70.9 km (43.9 mi); Ascent: 1476 m (4842 ft); Descent: 1450 m (4757 ft); Max: 181 m (594 ft)

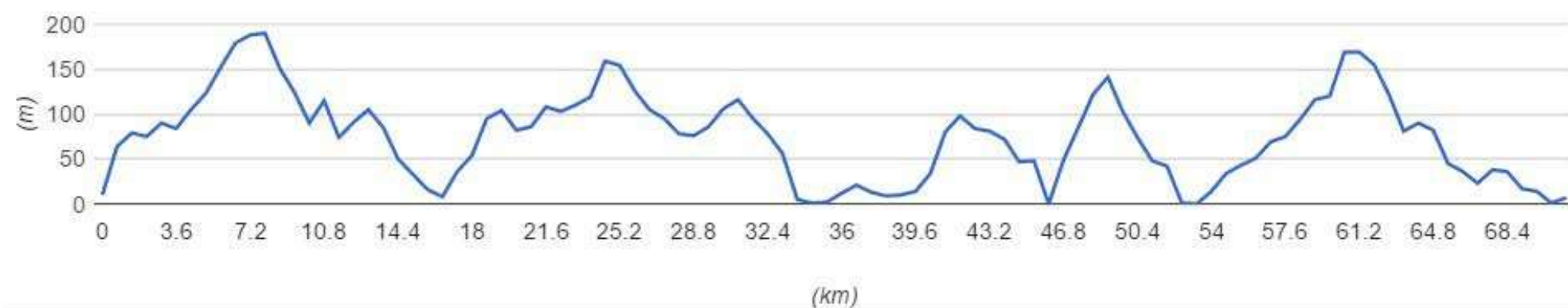


Of all the islands we cycled between Dubrovnik and Rijeka, Krk Island was the only one that had heavy traffic. Holiday makers flood the island, not only on weekends, but all summer long. They are not patient. They are headed for the beach on a limited time schedule. The road is narrow, just like all the others, white line to white line, but there is a lot of traffic. Still, it is an official section of EuroVelo 8 route.

Worthy of mention is that there is a cycle path for 6 kilometers near Krk, and a lot more construction of new paths was underway when we were there. So, the intent looks promising.

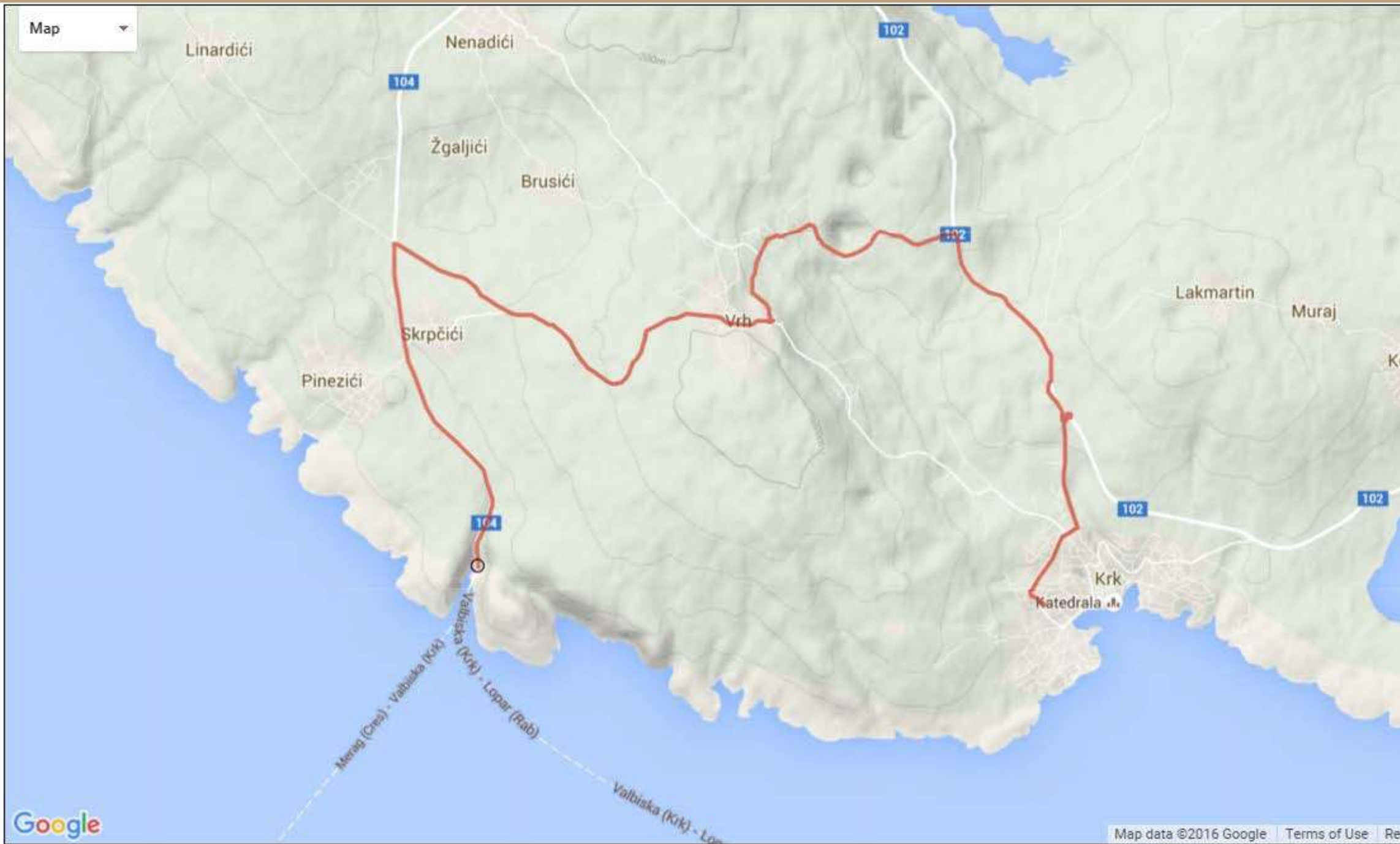
There are also options for meandering through smaller roads around Malinska and Njivice.

Highlights on the island for us were definitely Krk and Njivice.



Krk Island-Valbiska to Krk

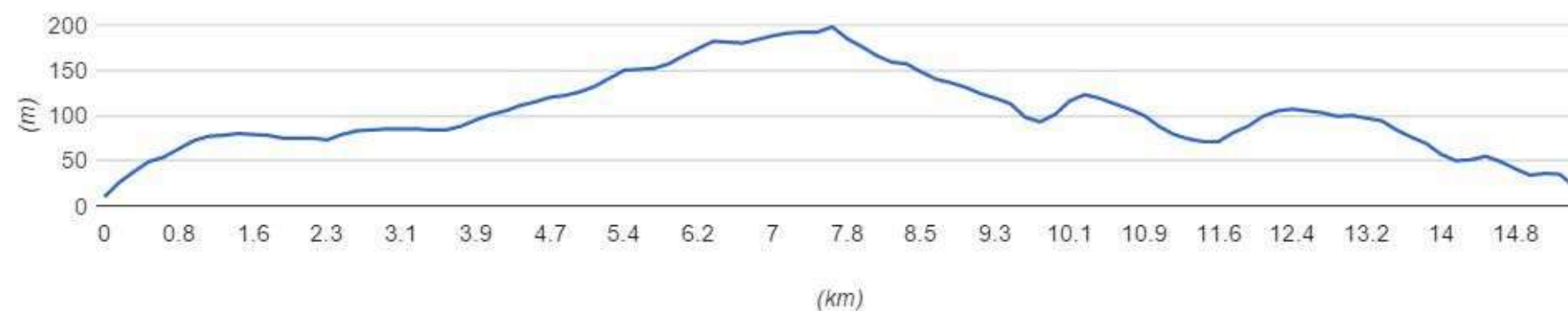
Distance: 15.5 km (9.6 mi); Ascent: 259 m (850 ft); Descent: 283 m (928 ft); Max: 166 m (544 ft)



No matter the route one takes from the ferry port at Valbiska to the town of Krk, there are some steep hills to climb. There is very little traffic on the route we took through Vrhnica as most of the traffic stays on Highway 104.

There is a good restaurant at the Valbiska ferry port, otherwise nothing until Krk.

Ferries to Lopar on Rab, Merag on Cres and Mali Losinj on Losinj also leave from Valbiska. These are the big car ferries and they go frequently as opposed to the small boat we took between Pag and Rab.





Kamplin Square-by Isiwai-Wikimedia Commons



Krk Port-By Georges Jansoon-Wikipedia Commons

[Krk](#) is among the oldest towns on the Adriatic. It has been continuously occupied since Roman times. There are still fascinating buildings and streets to explore in the old town such as [Frankopan Castle](#) and the [Church of the Assumption](#). Kamplin square is the historic center.

The busy boat harbor is lined with souvenir shops and restaurants. Krk is definitely a tourist destination town and tour buses do frequent there although the numbers are much lower than Dubrovnik.



Church of the Assumption-by Georges Jansoon-Wikipedia Commons

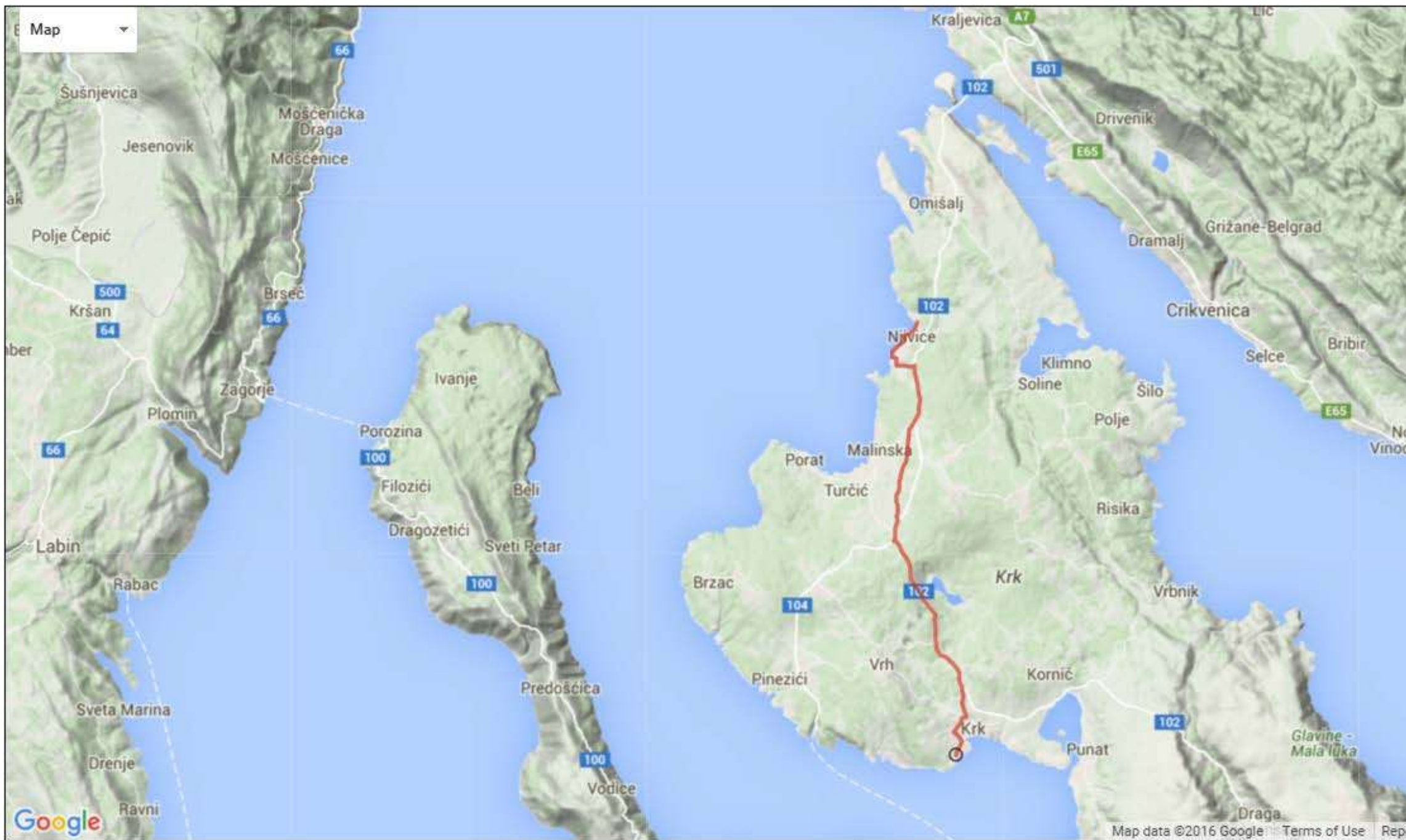
Krk

Camping Jezevac is the closest camp ground to the town of Krk. There is a separate area for tents that is very close to the beach, small market, restaurants and camp facilities. There is a very pleasant bike path connecting the camp to town via the shoreline. The camp is very big; we did not find it too crowded even in July.



Krk Island-Krk to Njivice

Distance: 19.9 km (12.3 mi); Ascent: 299 m (981 ft); Descent: 292 m (958 ft); Max: 163 m (535 ft)



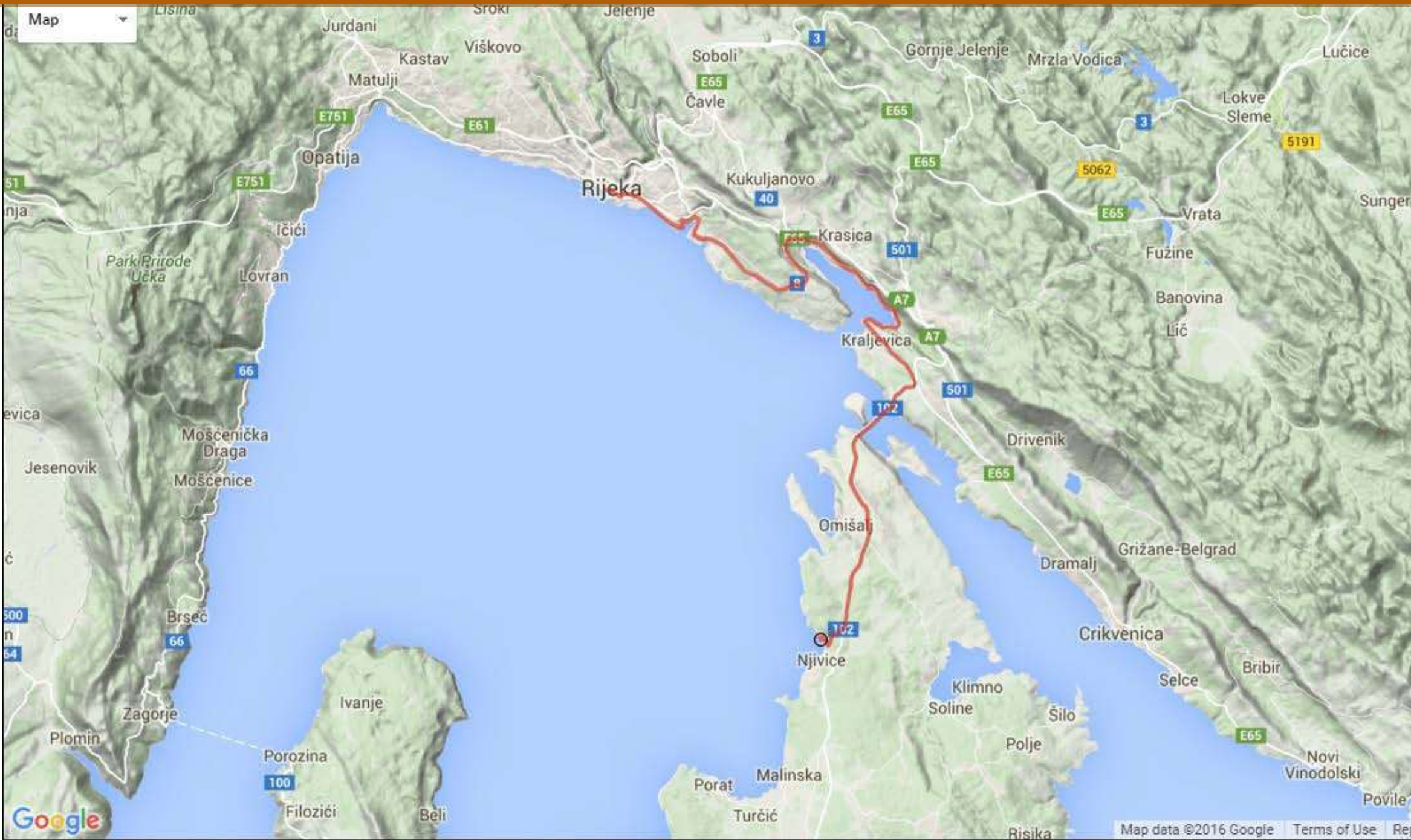
From Krk to south of Malinska, cyclists must ride the main highway 102. There is a very quiet side road that parallels the highway on approaching Malinska. This side road stays above the sea side town. It is a considerable descent into the center of Malinska.

Ride again on the highway between Malinska and Njivice. Access to Njivice is much easier than Malinska. A bike path follows the shoreline and passes right through the center of Njivice and the wonderful waterfront restaurants. [Campsite Njivice](#) is at the north end of town. We found the camping to be very crowded and not as nice as Krk as tents were mixed in with caravans. But, the seaside restaurants in Njivice were a big plus.



Krk Island-Njivice to Rijeka

Distance: 35.5 km (22 mi); Ascent: 894 m (2933 ft); Descent: 899 m (2949 ft); Max: 181 m (594 ft)



It is a pleasant ride across Krk Island bridge. Once on the mainland, the road is wider than on the island. Cycling along the big bay is very nice. But, once near Rijeka, there is no easy way to get into the city center. A tunnel consumes the highway. There is a sidewalk in the tunnel but it is safest to walk it and the tunnel is long. Construction is ongoing in this area so who knows what will change. The tunnel was the only route in and out that we found unless going high up into the surrounding hills.



Krk Island-Njivice to Rijeka



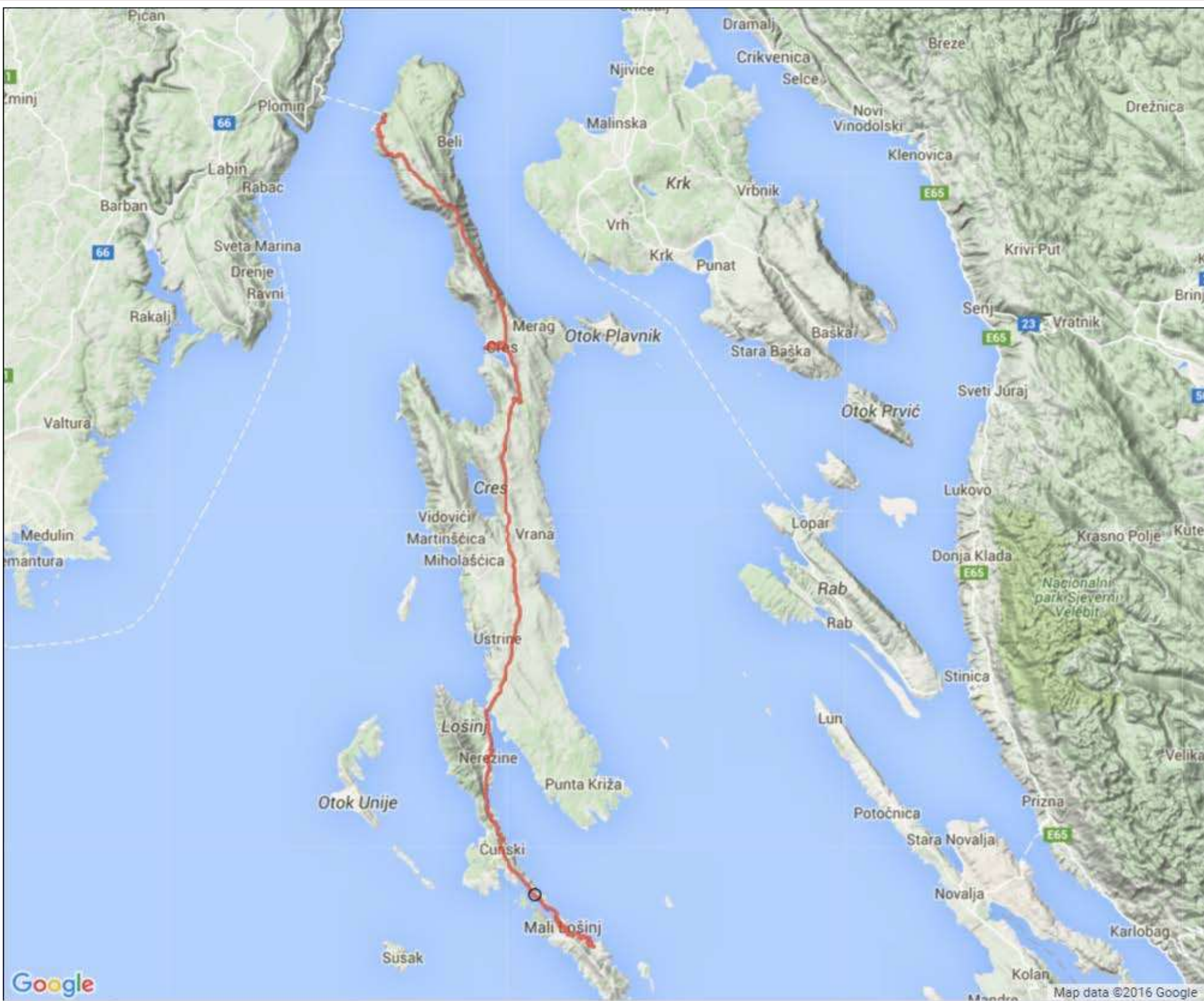
Rijeka is the finish of the south to north cycling route A starting in Dubrovnik.

But now, we will show you the other islands you could ride between Zadar and Rijeka.



Losinj Island-Mali Losinj-Porozina Complete

Distance: 95.7km (59 mi); Ascent: 1475 m (4838 ft); Descent: 1476 m (4843 ft); Max: 433 m (1419 ft)



It is a 7 hour ferry ride between Zadar and Mali Losinj ferry port. As of this writing, the ferry only sailed two days a week. Since schedules change year to year, be sure to check the time table in advance.

Cycling this stretch is our favorite route through the northern islands. Losinj and Cres have historic, wonderful towns, the camping is very nice, the scenery is peaceful and offers lots of sea views, the roads are beautifully paved and we never felt burdened by traffic. What a combination!

It is 3 kilometers from the Mali Losinj ferry port north to the best campground we have stayed in anywhere: Camp Poljana. The campground sits on a tiered hill surrounding a gorgeous bay. As cyclists, we got special treatment and got a spectacular view site.



Camp Poljana

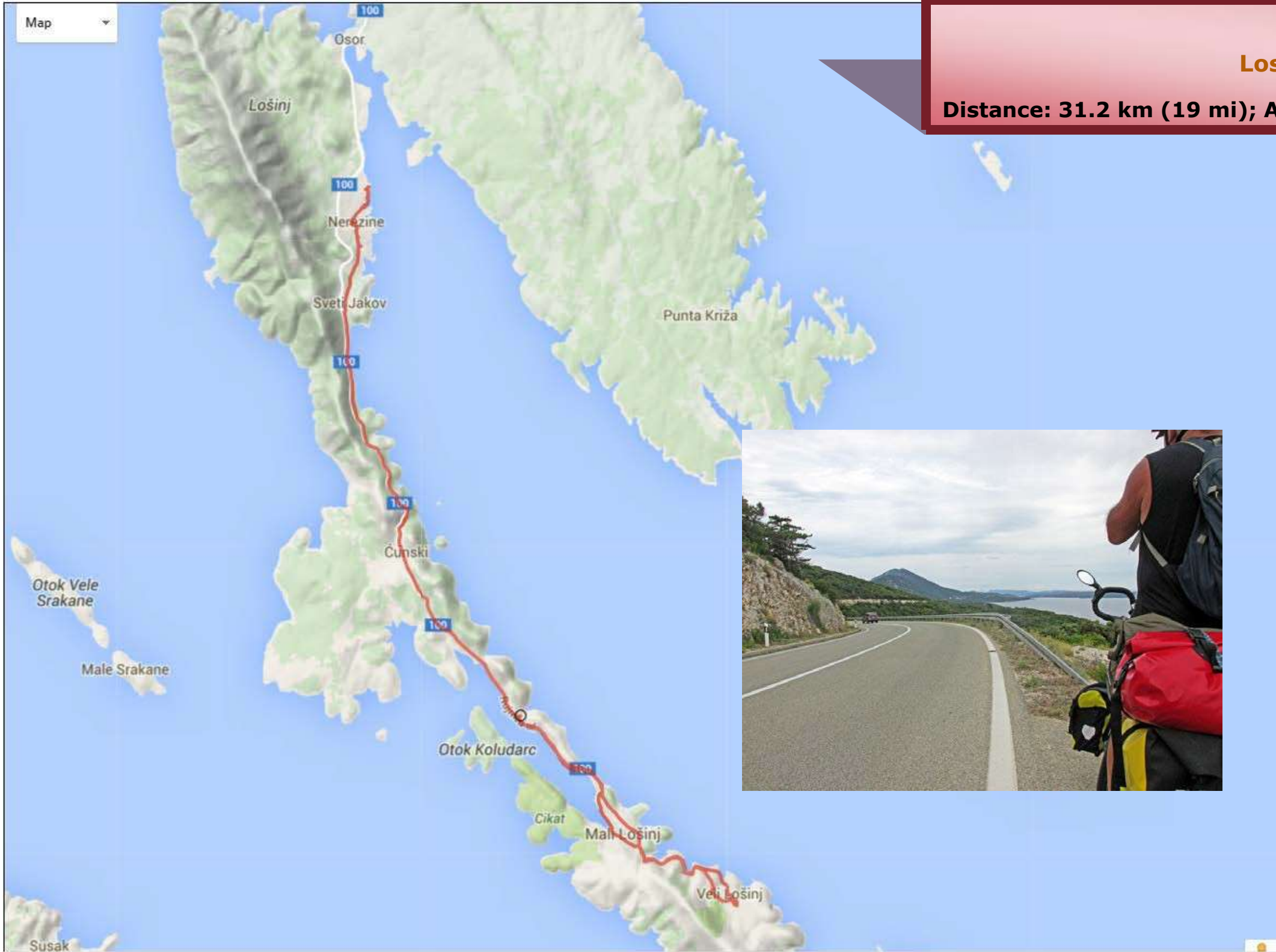
Losinj Island-Poljana-Mali Losinj-Veli Losinj Detail

It is possible to make a loop route from camp Poljana to Mali Losinj and on to Veli Losinj and return or continue north. We left our luggage at camp Poljana and picked it up on the return. Both Mali and Veli offer a fabulous small town experience. Veli has a tiny tucked away harbor surrounded by rich homes built by former sea captains. Up the hill towards the harbor entrance is the church on a promontory overlooking the sea.



Veli Losinj

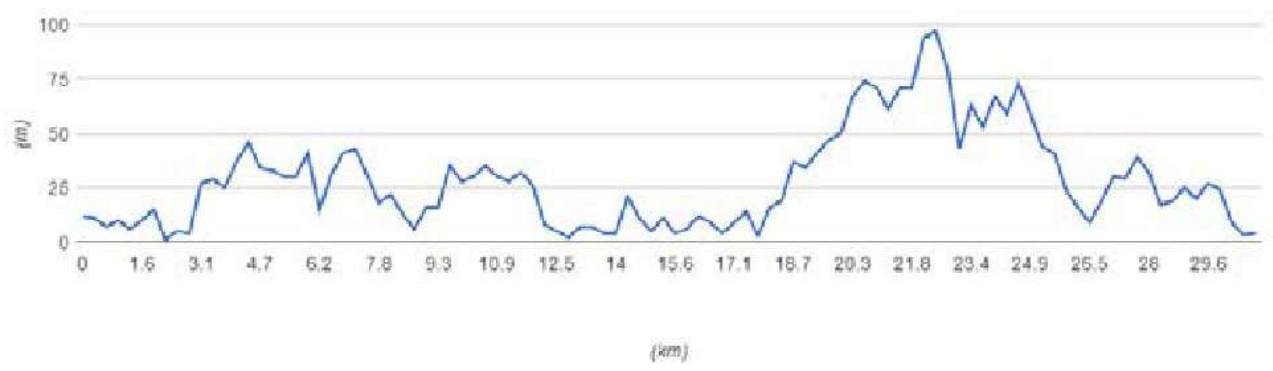




Losinj Island-Mali -Veli-Nerezine

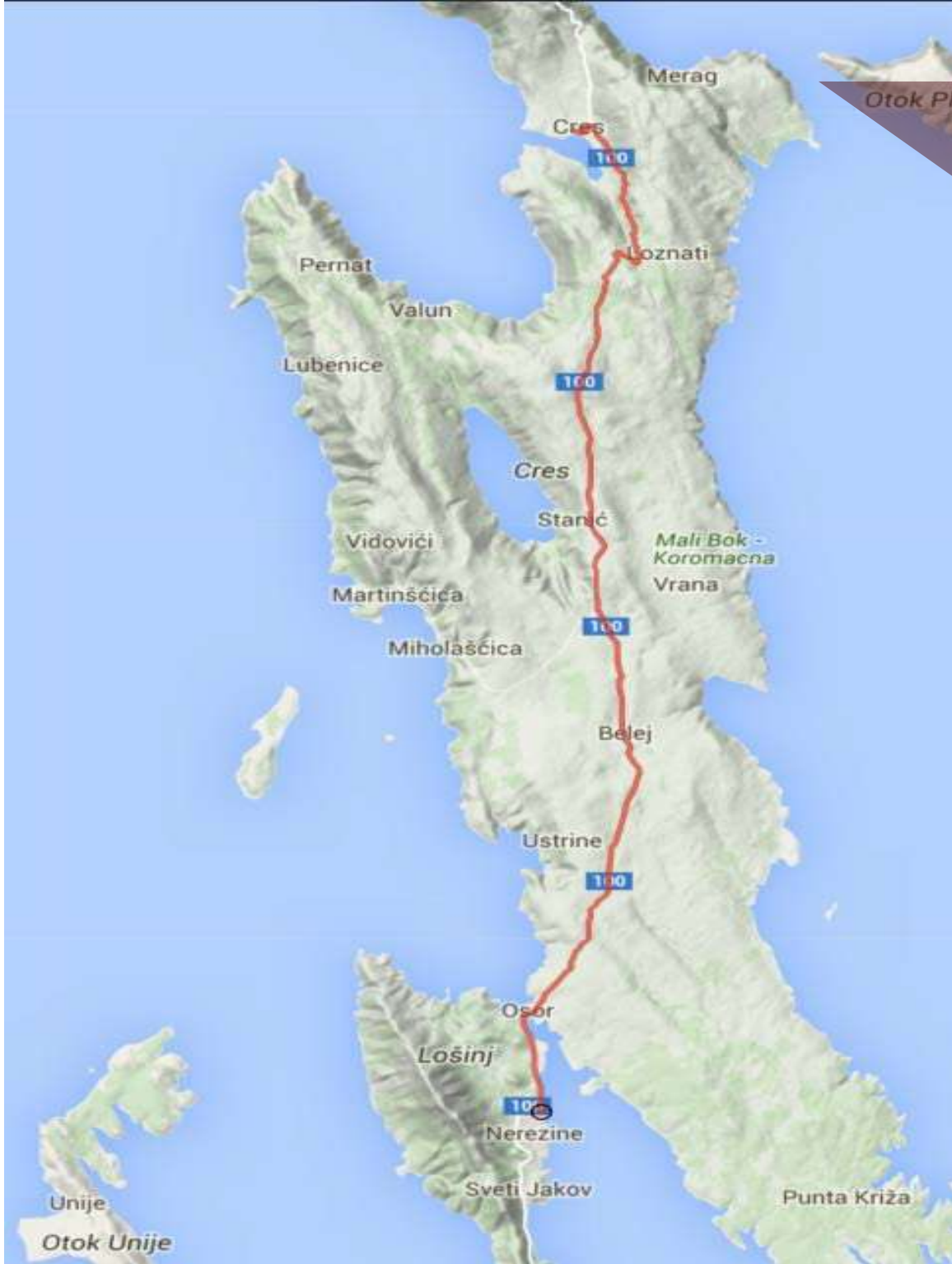
Distance: 31.2 km (19 mi); Ascent: 402 m (1319 ft); Descent: 395 m (1296 ft)

Absolutely fun cycling. Rolling hills, but not too steep or long. Great paving. Not much traffic. Lots of views. Losinj Island is a gem to cycle. Nerezine has a pleasant campsite, camp Rapoca, on the sea and nobody was there in June.



Losinj Island-Cres Island-Nerezine to Cres

Distance: 37.2 km (23 mi); Ascent: 552 m (1811 ft); Descent: 565 m (1854 ft); Max: 333 m (1092 ft)



Another day of incredible cycling with superb views and really can't remember any traffic.

After leaving camp at Nerezine, we soon cross a very short bridge to the island of Cres. [Cres](#) is the biggest of the islands stretching for 66 kilometers. Renown for its many coves and lovely beaches, it is still incredibly peaceful.

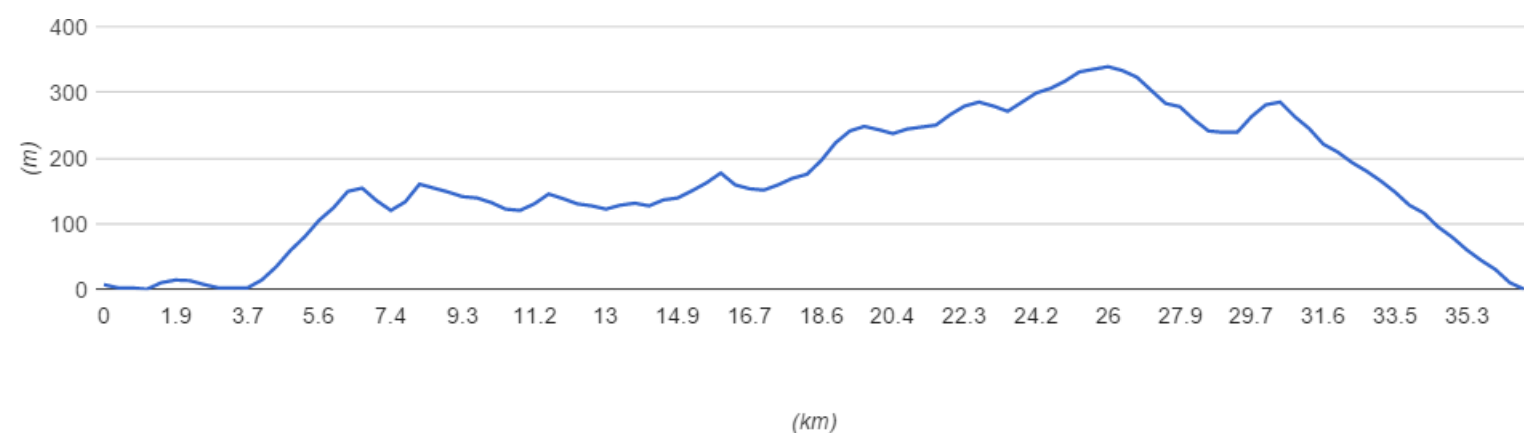
The big fresh water lake clearly visible on the map is lake Vrana. It serves as the fresh water supply for the island.

But, we are stopping in the historic town of Cres. Another pretty campsite, [Camp Kovacine](#), is close to Cres. A huge site, we felt like we had the place to ourselves. They even brought us a table when Mike suggested they think about an area with tables for tents who don't come by car. Small market and variety of restaurants or ride on the

waterway back to town about 2 kilometers.



The town of Cres is behind us

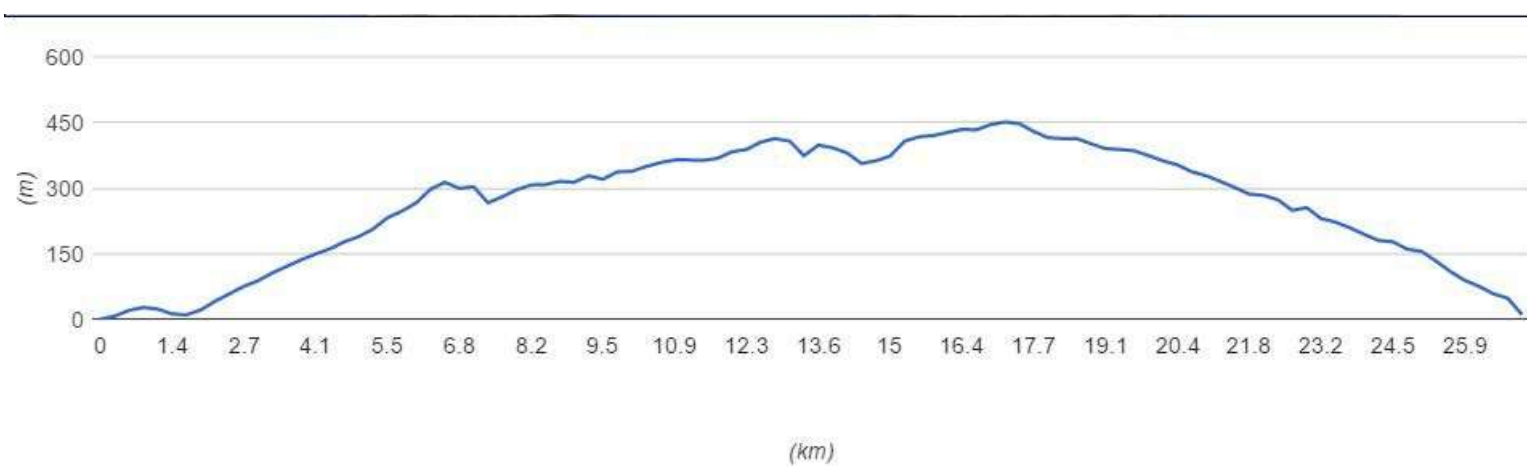


Cres



Cres Island-Cres-Porozina Ferry Port

Distance: 27.3 km (17 mi); Ascent: 521 m (1708 ft); Descent: 516 m (1693 ft); Max: 433 m (1419 ft)



Make a decision after Cres if you want to cycle to Merag and take the ferry to Valbiska on Krk Island, or continue north on Cres Island and cycle the Istria coast. Of course, one could also just visit Krk old town, then ferry back to Merag and continue north. There are numerous choices available.

We recommend cycling the rest of Cres Island, even if you do go to Krk. The route up the island is traffic free and spectacular. The Istria coast is very pleasant cycling and does not get busy with traffic until closing in on Opatija. The final push into Rijeka, although busy, is short and much easier than going through the tunnel on the east side approach.

The ride north from Cres is a beautiful ride on excellent paving. There is one long climb up and one grand coasting descent down.

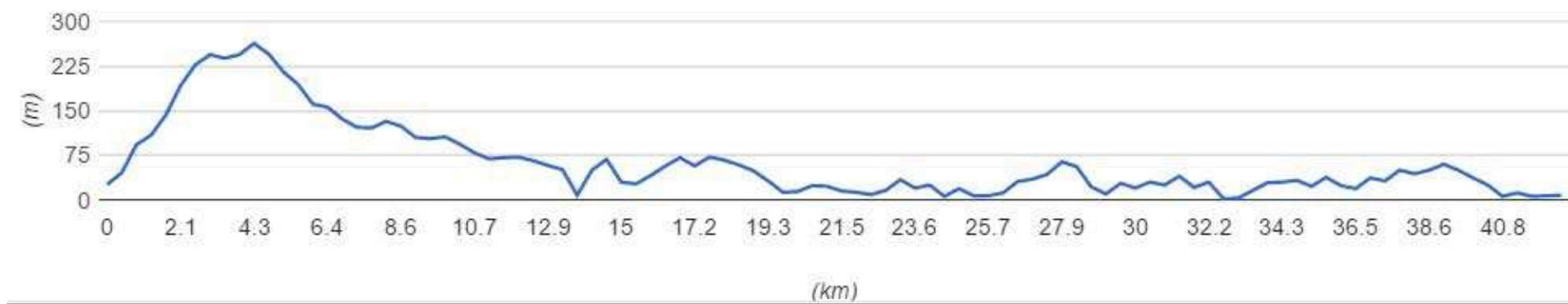
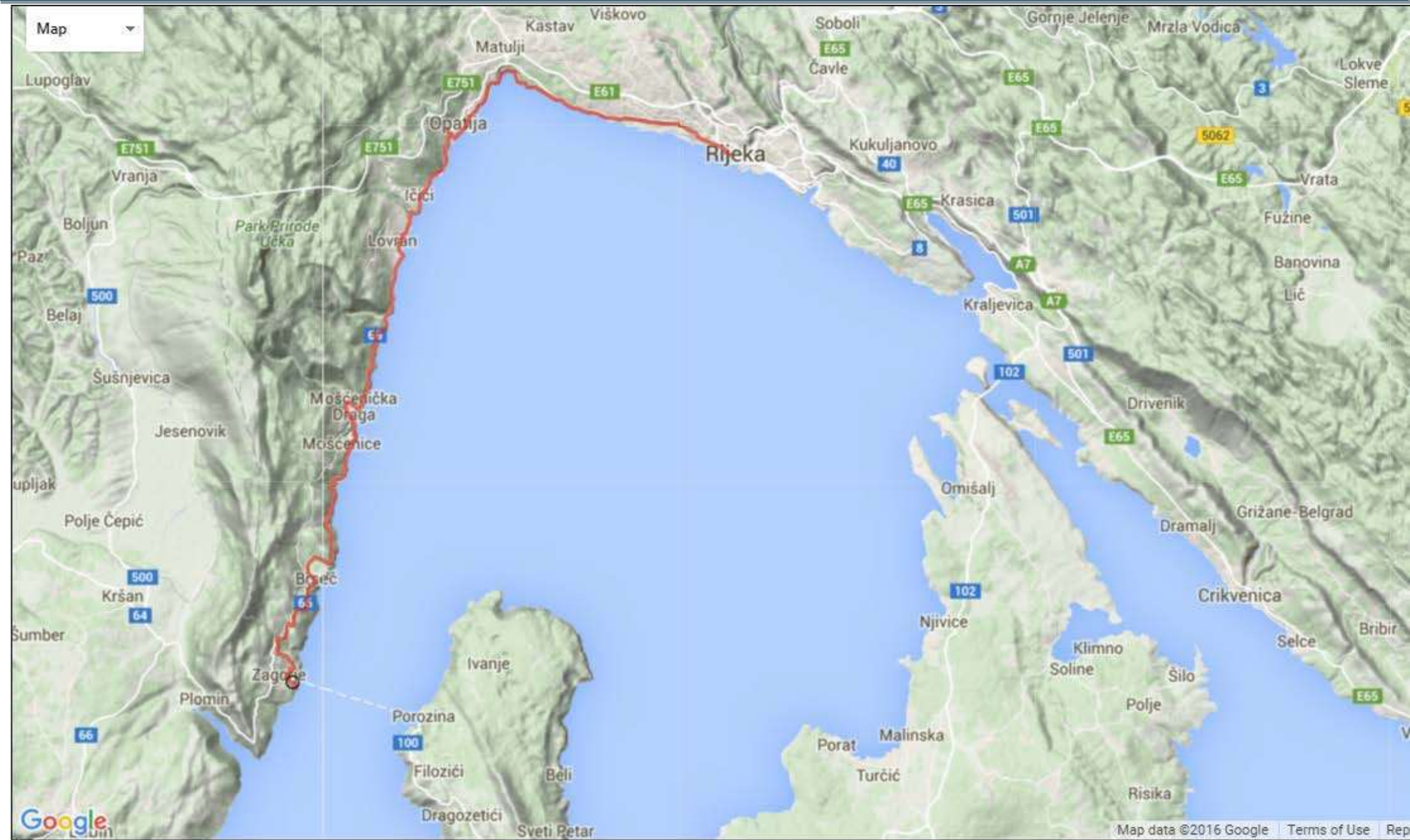


Istria Peninsula-Brestova-Rijeka Complete

Distance: 46.4 km (28.8 mi); Ascent: 721 m (2365 ft); 728 m (2391 ft); Max: 250 m (820 ft)

D66 road serves as a connection to a number of towns and resorts along the eastern coast of Istria peninsula, Even though this route follows D66, the traffic was not a big issue like it was on Krk Island. It only began to feel busy as we approached Opatija which is a very popular tourist destination.

The paving is excellent and there are many views of the sea while cycling this route. Each small village offers restaurants on the seaside. We stopped in [Lovran](#) and [Ičići](#) for ice cream as an excuse to sit by the sea for a while,



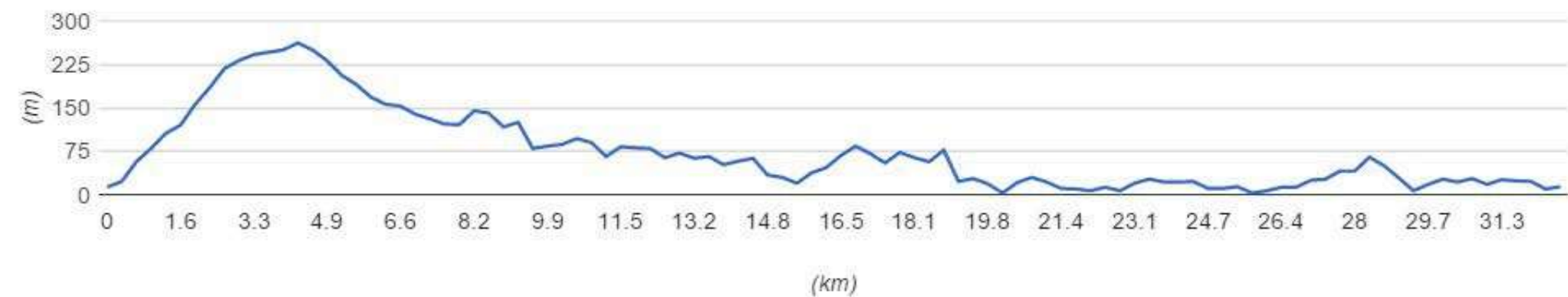


Istria Peninsula-Brestova-Opatija

Distance: 33 km (20.5 mi); Ascent: 499 m (1637 ft); 507 m (1663 ft); Max: 250 m (820 ft)

From the ferry port at Brestova, it is a steep climb to Highway D66. Once on the highway, however, this is wonderful riding with many views of the sea. The paving is baby smooth and traffic was not an issue. We rode mid-week. Perhaps it would be worse on a weekend. We rode right down into the center of Opatija and secured lodging at a big hotel with views of the sea.

Opatija center





This is a very busy section of riding no matter the route. We did not go up to D66 highway from Opatija but stayed on smaller secondary roads through small villages. Still, there was a lot of traffic. The upside of this ride is that there are no tunnels to go through. Once back on D66, the road leads directly to the Rijeka bus station and the center of Rijeka.

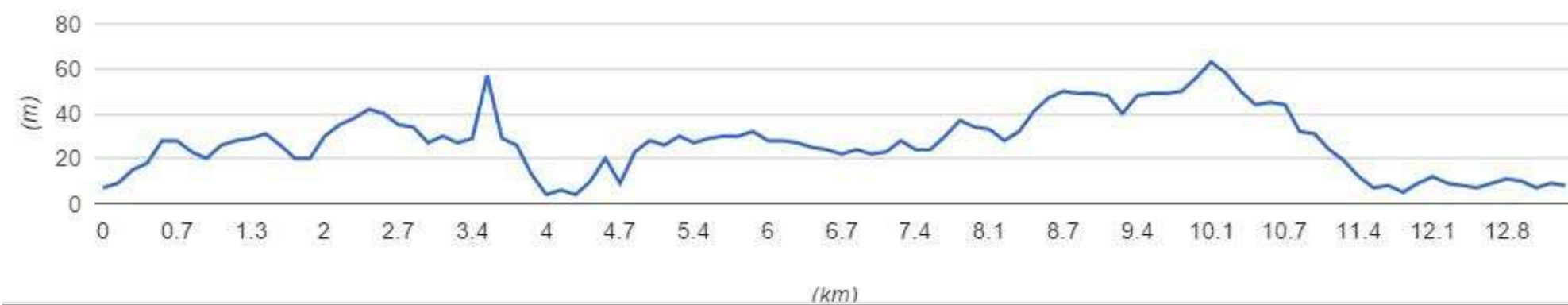
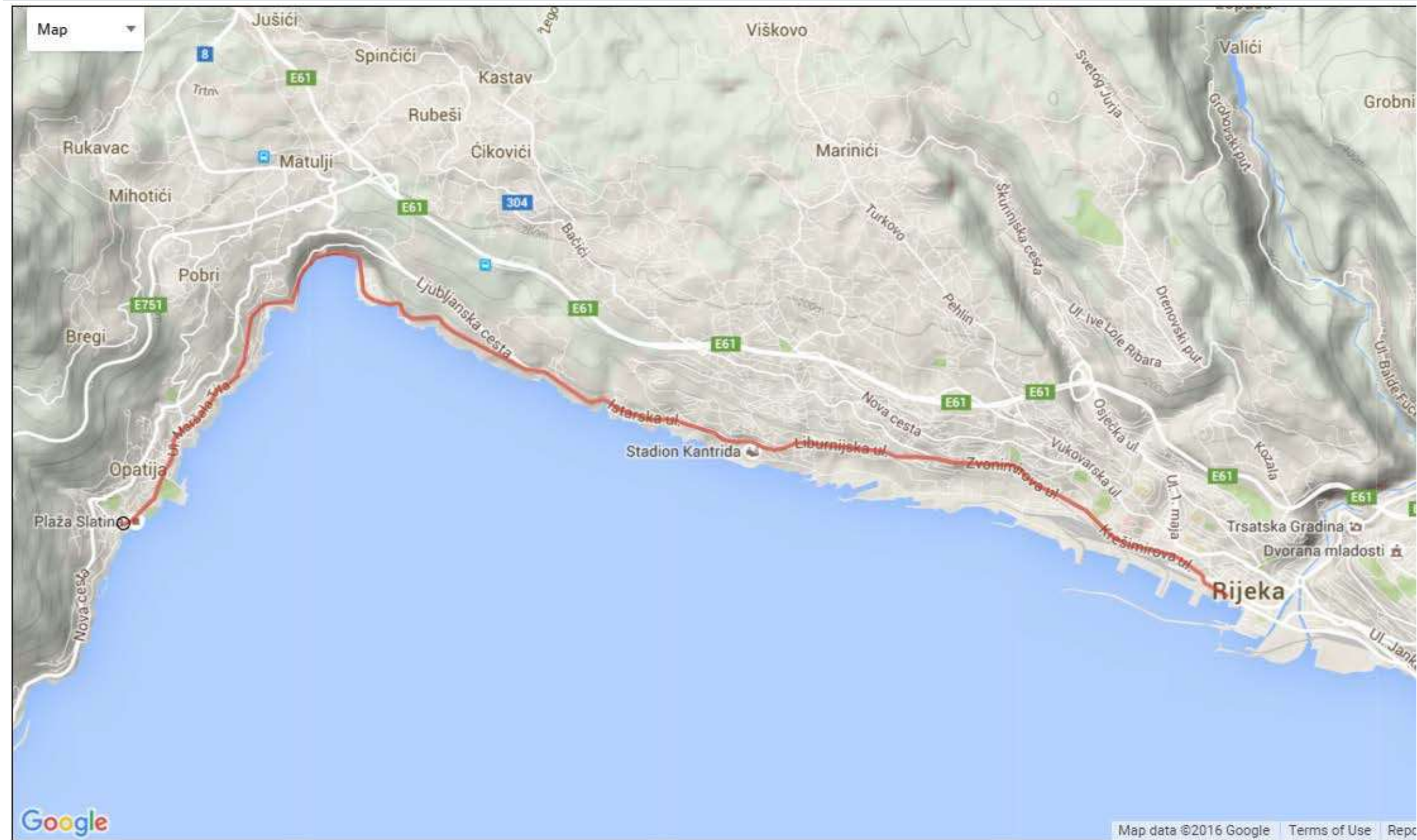
This is the end of Route A from Dubrovnik to Rijeka in pictures and maps. Of course Route B is just the reverse, starting in Rijeka and ending in Dubrovnik. To download the maps and routes into your computer, go to our website and enter the password given in the introduction under

How to Use This Book.



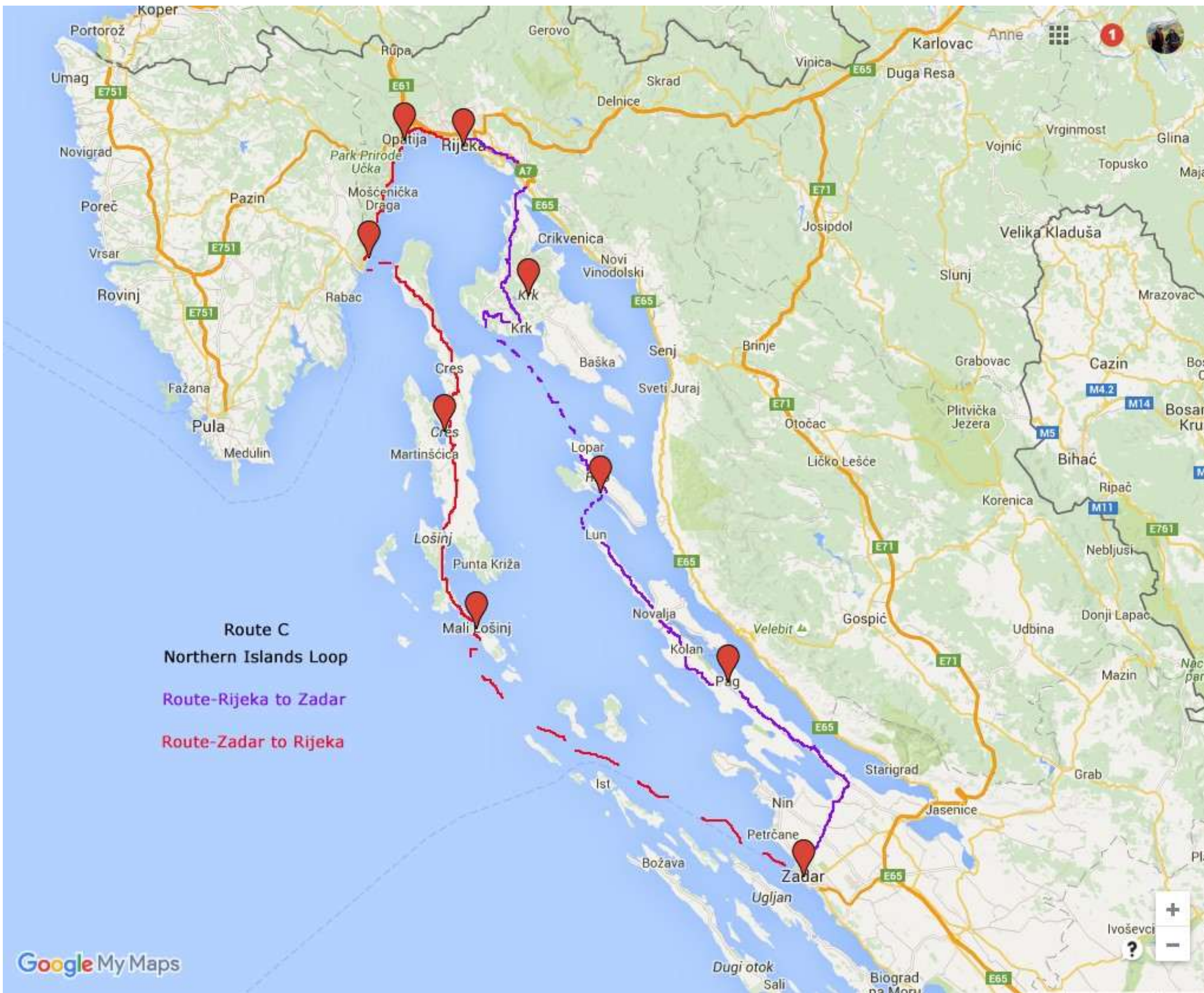
Istria Peninsula-Opatija to Rijeka

Distance: 13.4 km (8.3 mi); Ascent: 222 m (728 ft); 221 m (728 ft); Max: 64 m (210 ft)



Route C-Complete-Northern Islands & Istria Loop

Total Distance: 311.5 km (193 mi); Total Ascent: 4732 m (15,525 ft); Total Descent: 4834 m (15,860 ft); Max: 433 m (1419 ft)



It is easy to cycle all the islands in the northern section by making a loop that starts and ends in Rijeka, or Krk if flying there.

Just under 200 miles in distance, for cyclists on a tight schedule or short holiday, it is a fabulous way to see and experience a good slice of the Croatia islands.

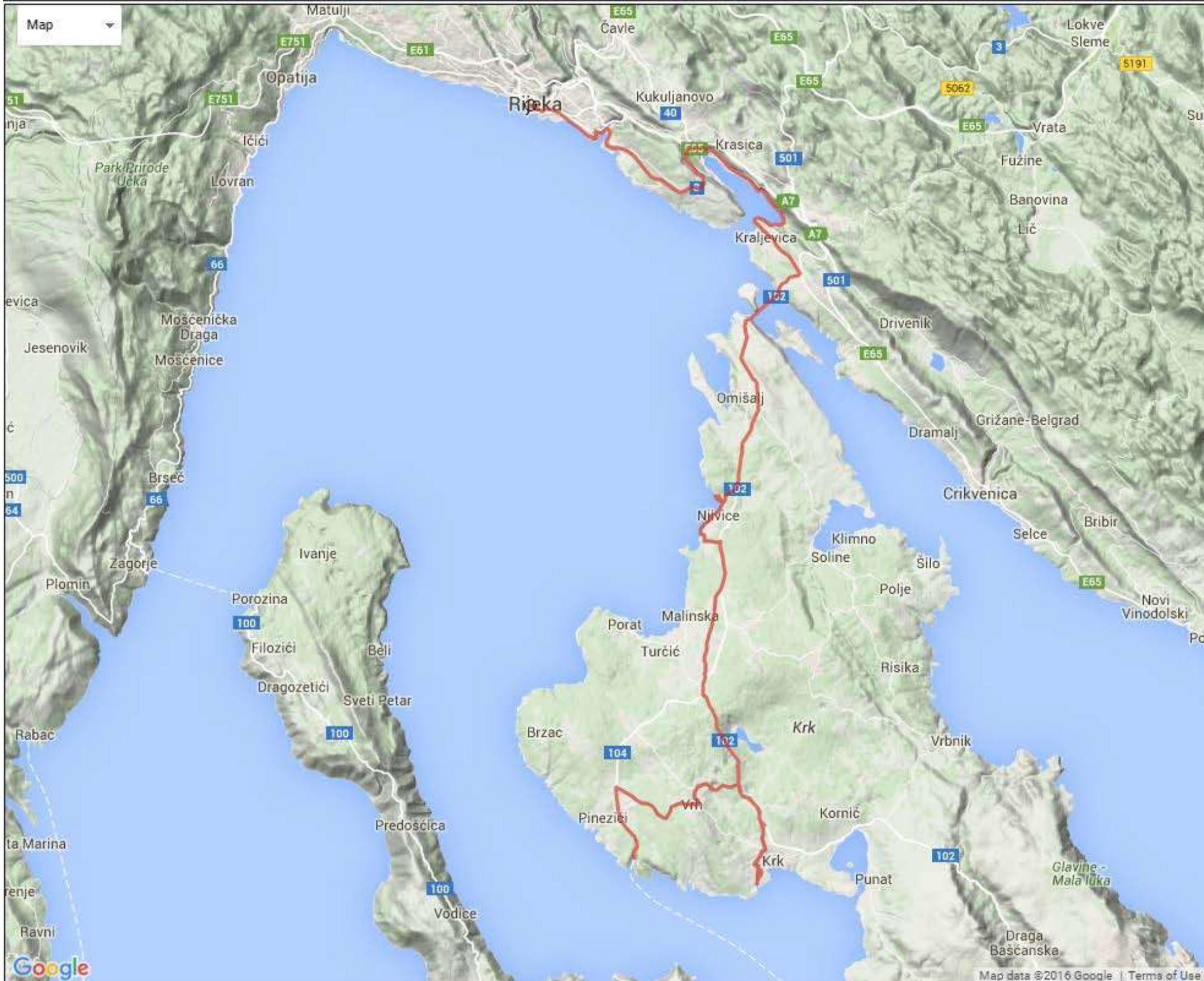
This is not flat cycling, but the northern islands are much easier to ride than the southern group if climbing steep gradients is a concern. There is a lot of elevation gain, but it is spread out. There is only one short 14% hill. That is from the Brestova ferry landing to Highway 66 on the Istria Peninsula.

Most of this route carries minimal traffic. The busy sections are from Rijeka to Krk heading south and Opatija to Rijeka heading north.



Route C-Stage 1 Complete-Rijeka to Valbiska on Krk Island

Distance 70.9 km (43.9 mi); Ascent: 1450 m (4757 ft); Descent: 1476 m (4842 ft); Max: 181 m (594 ft)



Of all the islands we cycled between Dubrovnik and Rijeka, Krk Island was the only one that had heavy traffic. Holiday makers flood the island, not only on weekends, but all summer long. They are not patient. They are headed for the beach on a limited time schedule. The road is narrow, just like all the others, white line to white line, but there is a lot of traffic.

Worthy of mention, however, is that there is a cycle path for 6 kilometers near Krk, and a lot more construction of new paths was underway when we were there. So, the intent looks promising.

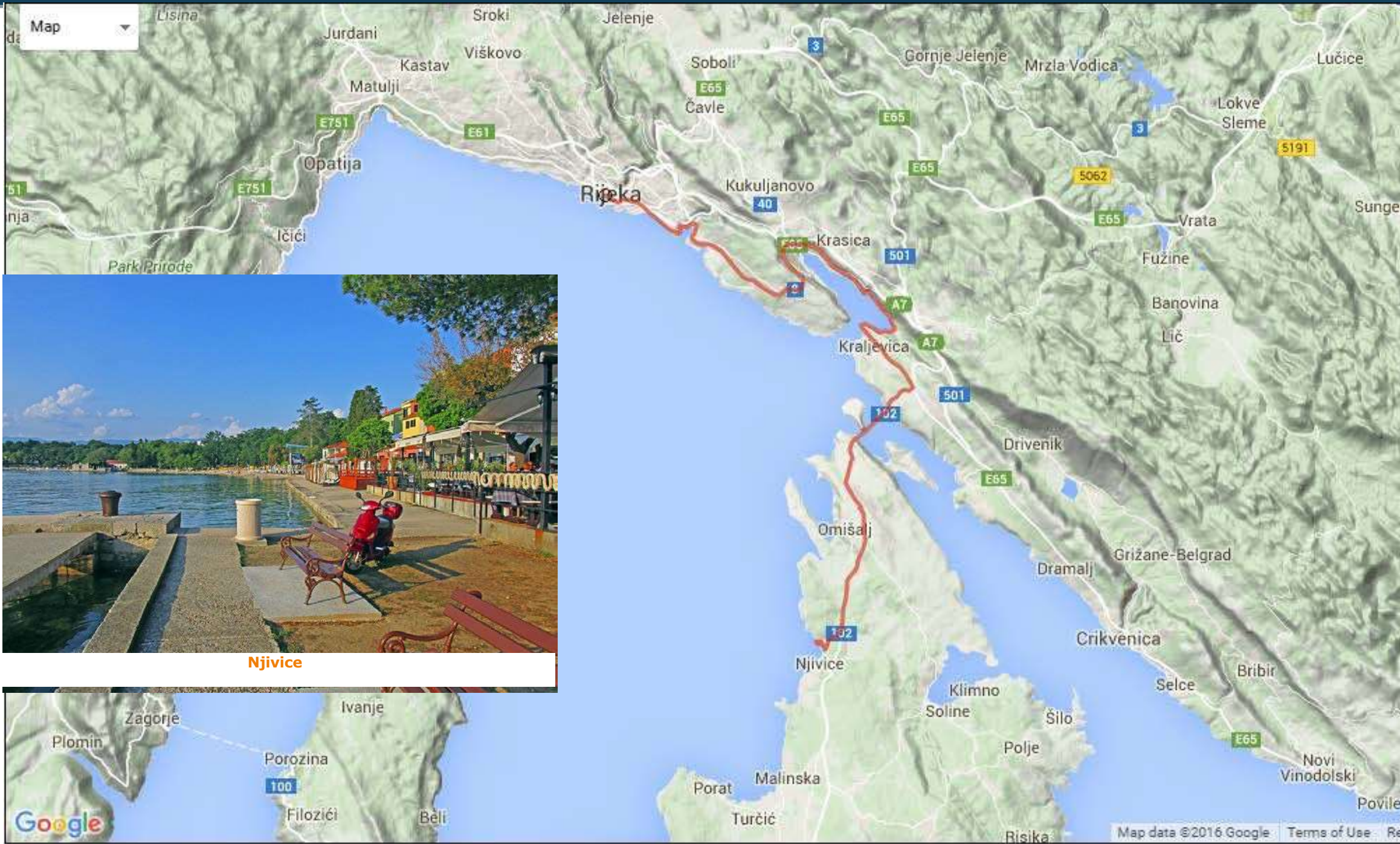
There are also options for meandering through smaller roads around Malinska and Njivice.

Highlights on the island for us were definitely Krk and Njivice.



Route C-Stage 1A-Rijeka to Njivice on Krk Island

Distance 35.5 km (22 mi); Ascent: 899 m (2949 ft); Descent: 894 m (2933 ft); Max: 181 m (594 ft)

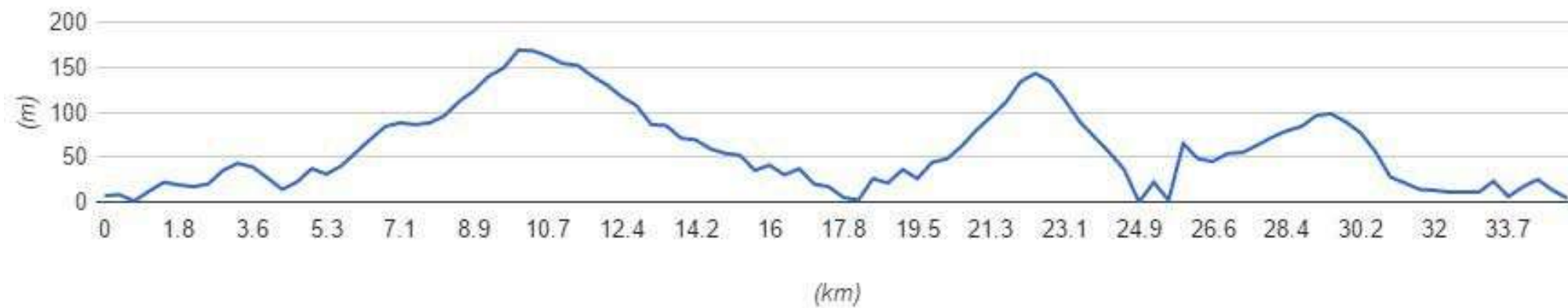


There is no easy way to get out of Rijeka heading southeast. A tunnel consumes the highway. There is a sidewalk in the tunnel but it is safest to walk it and the tunnel is long. Construction is ongoing in this area so who knows what will change. The tunnel was the only route in and out that we found unless going high up into the surrounding hills.

Shortly after the tunnel, it is a beautiful and pleasant ride high above the sea on a slightly wider, well paved road.

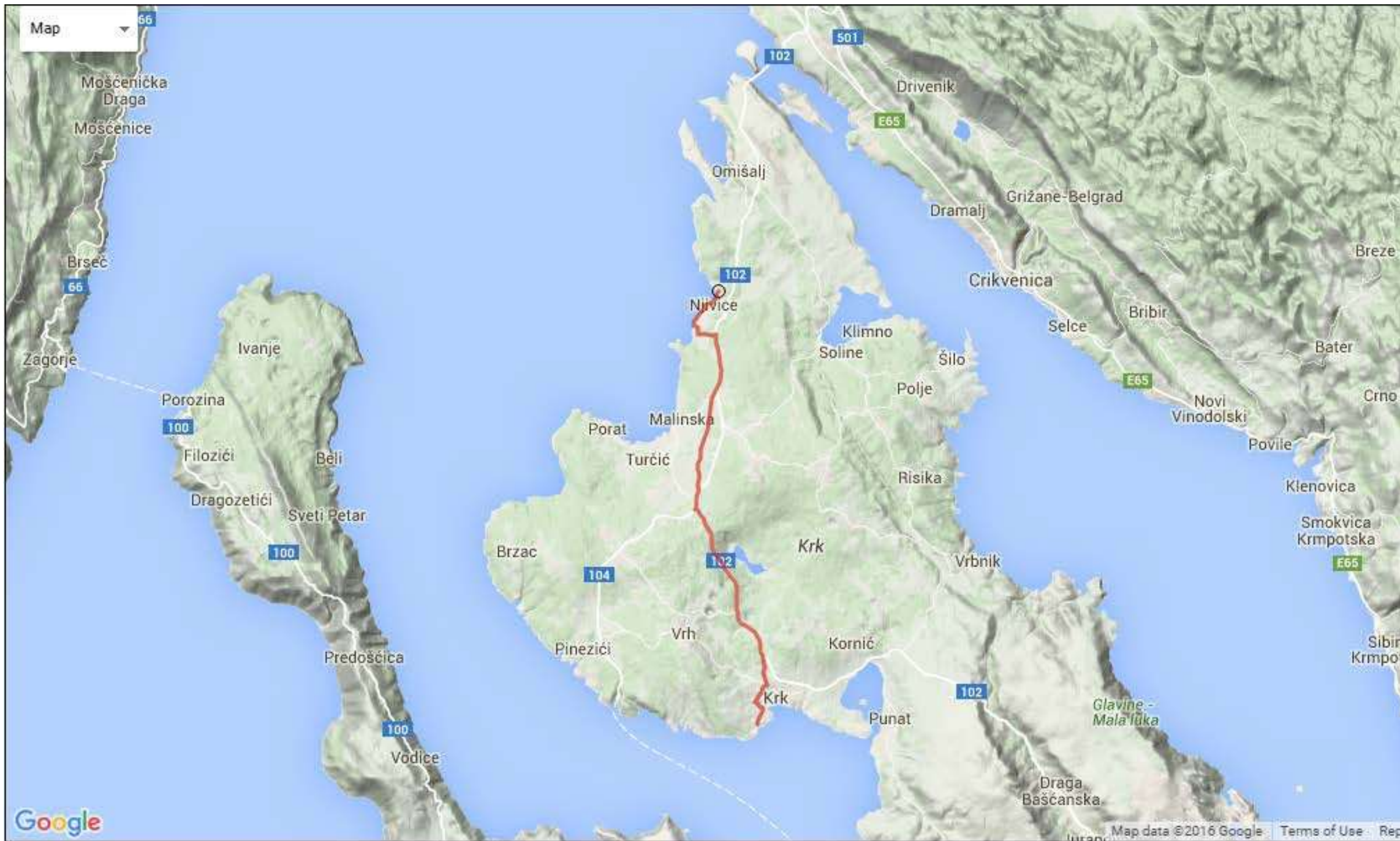
It is a pleasant ride across Krk Island bridge.

Take the first signed turnoff to Njivice. It leads directly to the camping site. Njivice has a marvelous seaside bike path lined with a great choice of restaurants.



Route C-Stage 1B-Njivice to Krk

Distance 19.9 km (12.3 mi); Ascent: 292 m (958 ft); Descent: 299 m (981 ft); Max: 163 m (535 ft)

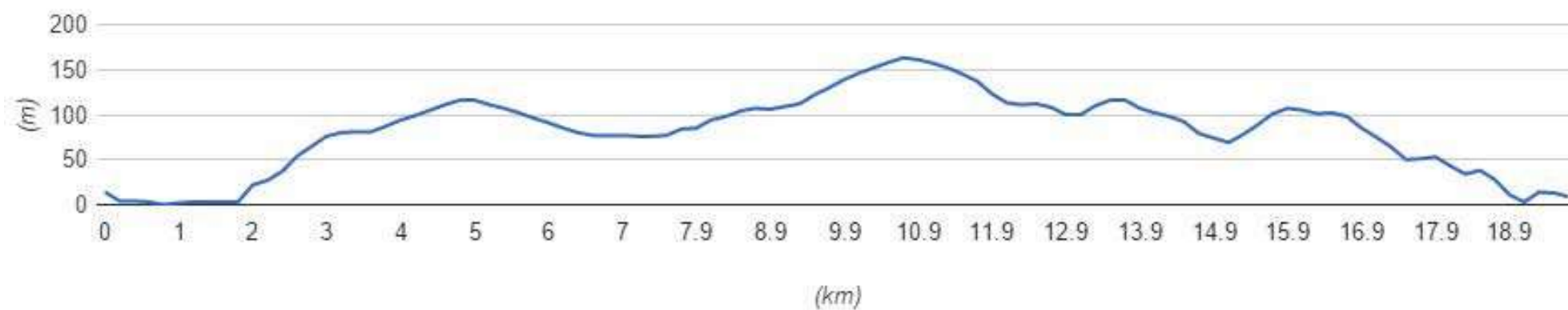


[Campsite Njivice](#) is at the north end of town. We found the camping to be very crowded and not as nice as Krk as tents were mixed in with caravans. But, the seaside restaurants in Njivice were a big plus.

A bike path follows the shoreline and passes right through the center of Njivice and the wonderful waterfront restaurants. It meets the highway just south of Njivice.

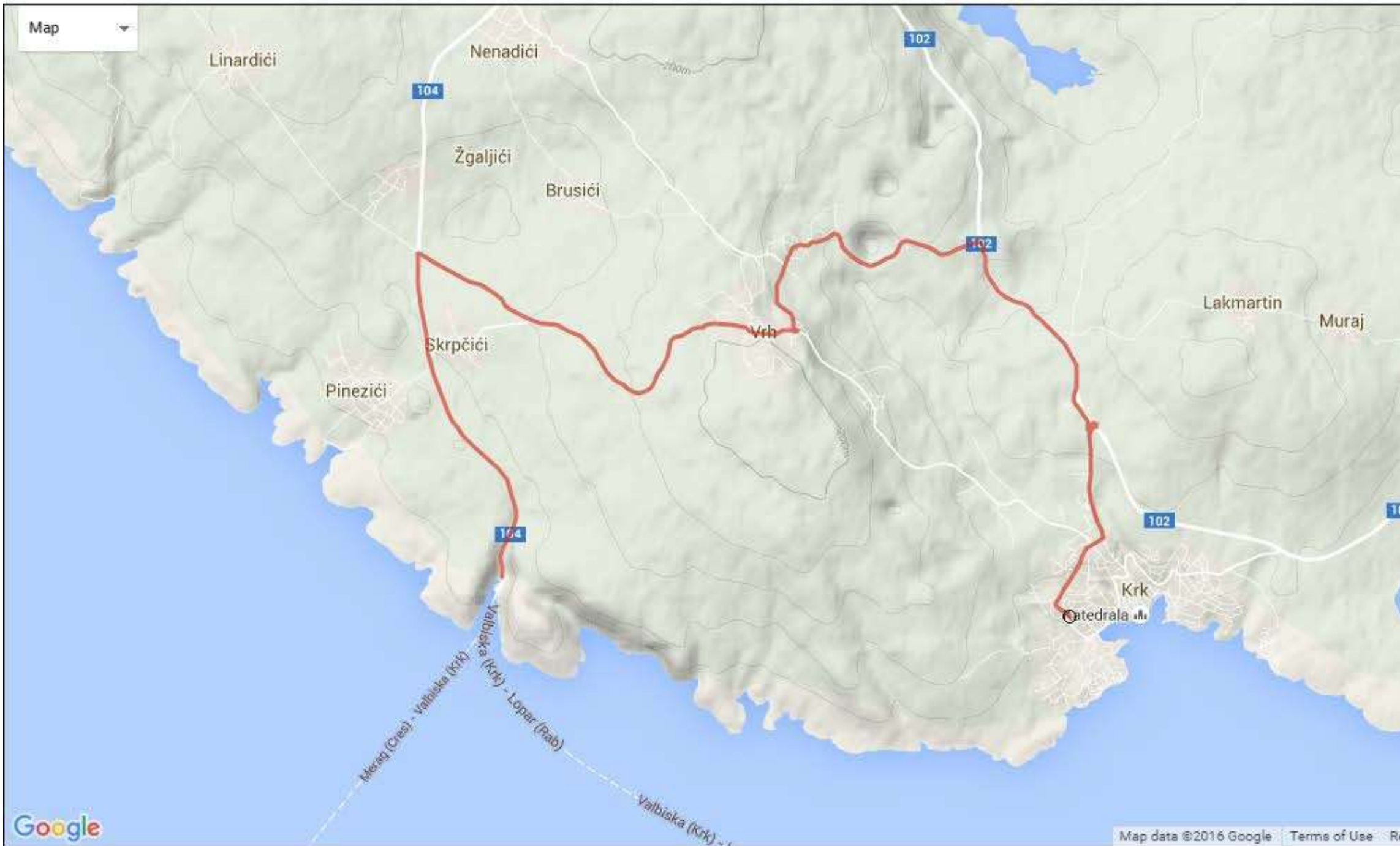
Approaching Malinska, there is a side road that parallels the main road. It stays above Malinska. To visit Malinska, it is a steep descent and ascent back out.

There is no useful alternative to riding Highway 102 after Malinska. The last 6 kilometers into Krk there is a paved bike path.



Route C-Stage 1C- Krk to Valbiska

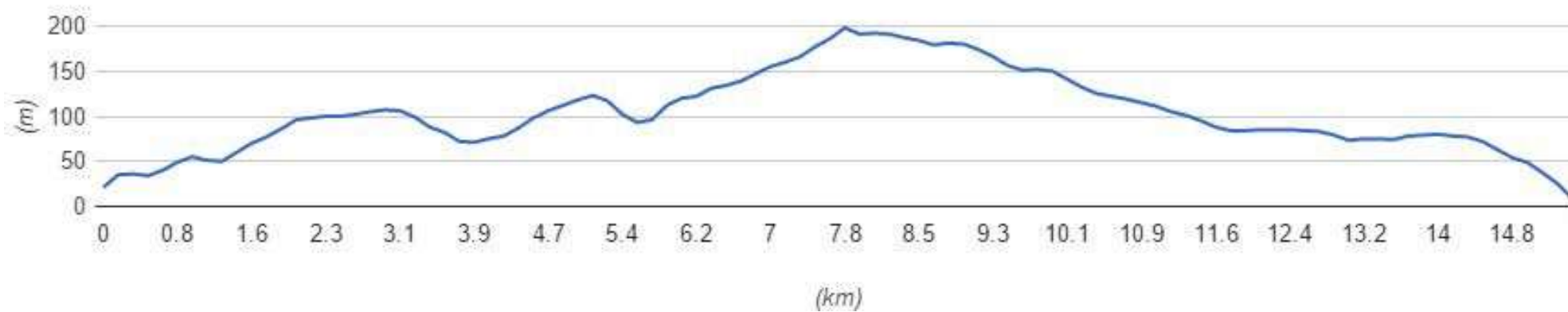
Distance 15.5 km (9.6 mi); Ascent: 283 m (928 ft); Descent: 259 m (850 ft); Max: 166 m (544 ft)



No matter the route one takes from Krk to the ferry port at Valbiska, there are some steep hills to climb. There is very little traffic on the route we took through Vrhnica as most drivers stay on Highway 104.

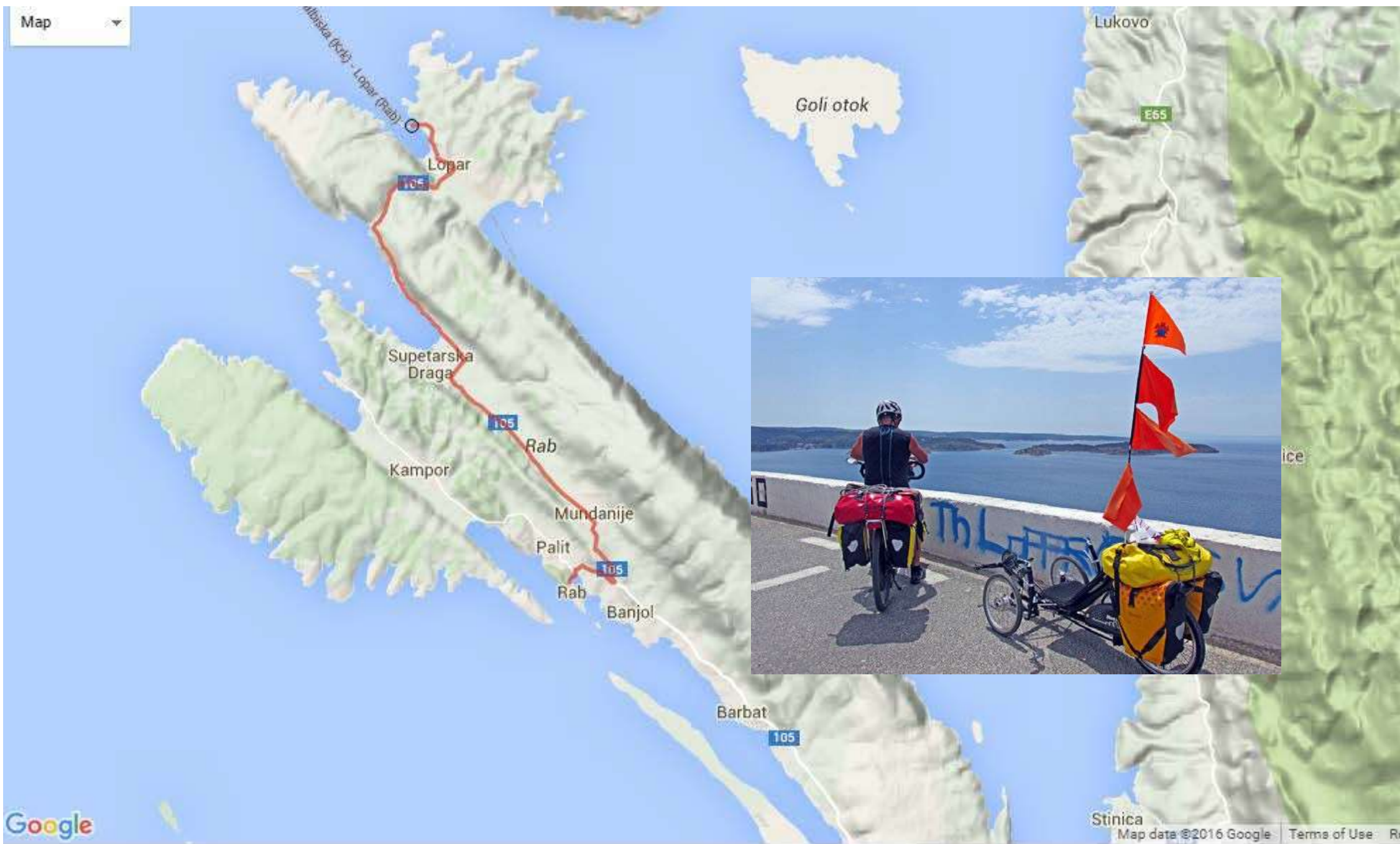
There is a good restaurant at the Valbiska ferry port, otherwise nothing after leaving Krk.

Ferries to Lopar on Rab, Merag on Cres and Mali Losinj on Losinj also leave from Valbiska. These are the big car ferries and they go frequently as opposed to the small boat we took between Rab and Pag.



Route C-Stage 2A Rab Island-Lopar to Rab

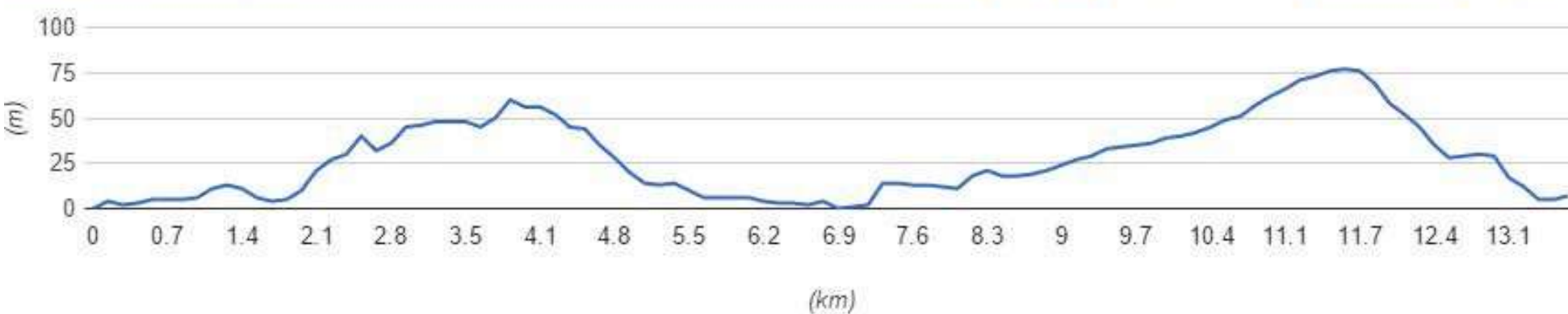
Distance 13.8 km (8.6 mi); Ascent: 158 m (518 ft); Descent: 157 m (517 ft); Max: 72 m (236 ft)



A beautiful ride from the ferry landing at Lopar into Rab. Although there is a paved bike path next to the road, it is still unfinished in many parts making a hopscotch affair out of trying to ride it. There was no traffic, so we rode on the road.

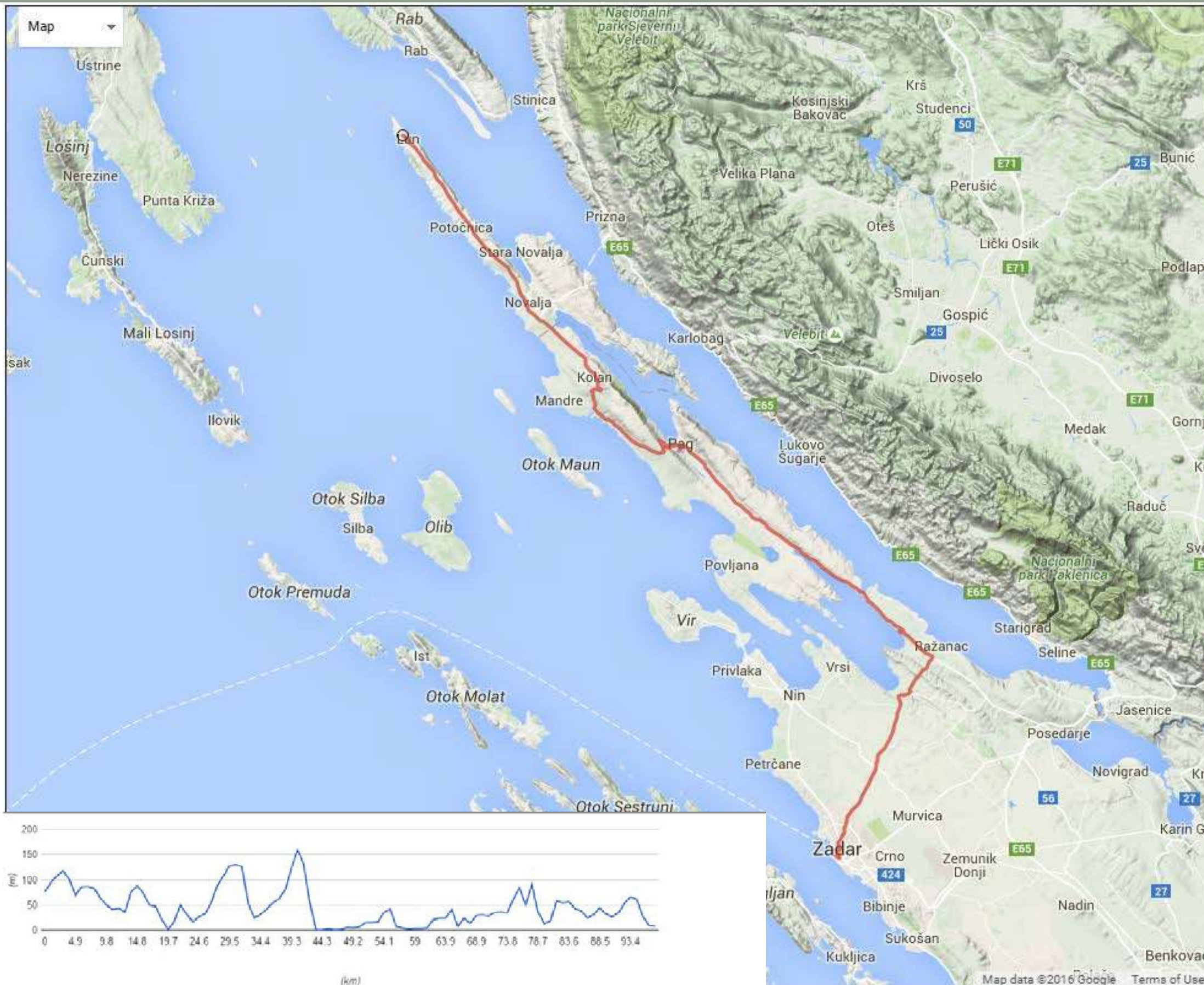
Rab is a fabulous medieval town in excellent condition. Wander the narrow streets. The old town hangs right on the edge of the sea.

Ask at the tourist office for the private shuttle boat from Rab to Pag. It leaves once a day.



Route C-Stage 3 Complete-Tovarnele on Pag Island to Zadar on mainland

Distance 98.5 km (61.2 mi); Ascent: 1086 m (3561 ft); Descent: 1154 m (3787 ft); Max: 156 m (512 ft)



Lots of great riding on this section. The roads are in great condition and even though they go from white line to white line, there was never enough traffic to matter.

Pag is a rocky island. The road cuts along the spine of the island with views off to both sides. Rock walls extend for miles along the road edge. Typical of these islands, in order to plant olive trees, the rocks had to be moved into piles or walls.



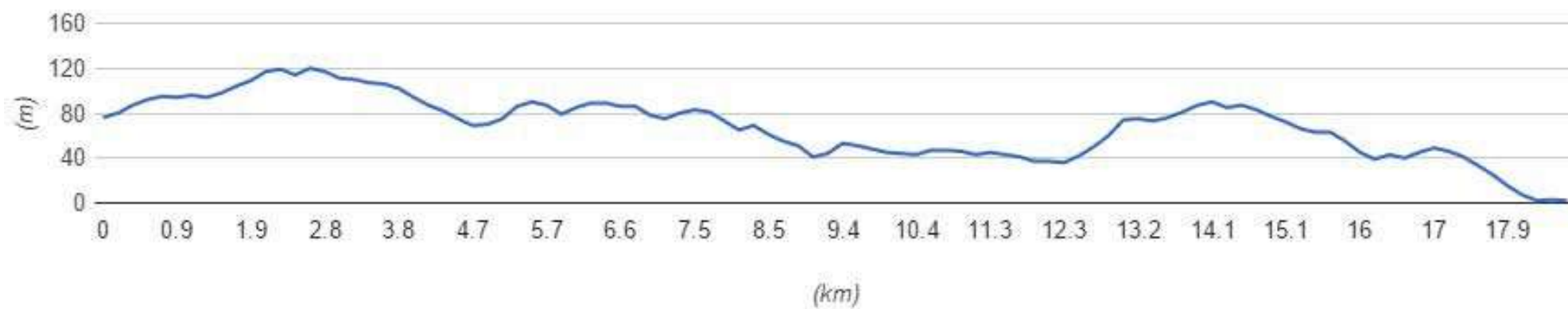
Route C-Stage 3A Tovarnele to Novalja

Distance 18.9 km (11.7 mi); Ascent: 223 m (933 ft); Descent: 298 m (778 ft); Max: 130 m (427 ft)



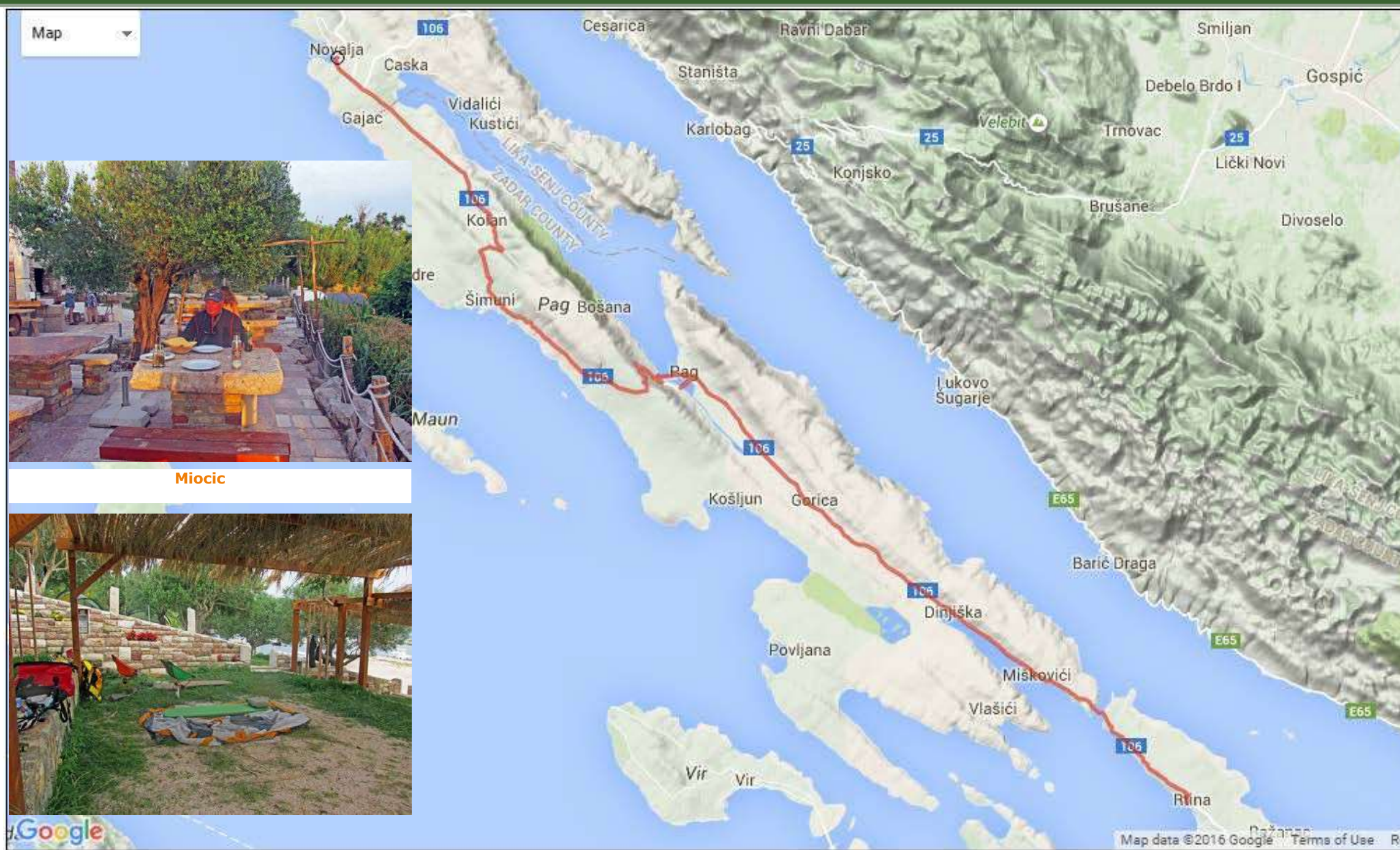
From the ferry landing at Tovarnele to Novalja, the road follows the high spine of the island. It is desolate, quiet, magical. Feels a little like being alone in the universe.

Novalja has a lovely campground right on the beach. Too pretty to pass up.



Route C-Stage 3B-Novalja to Miocic Camp in Rtina

Distance 53.5 km (33 mi); Ascent: 558 m (1731 ft); Descent: 543 m (1882 ft); Max: 165 m (512 ft)



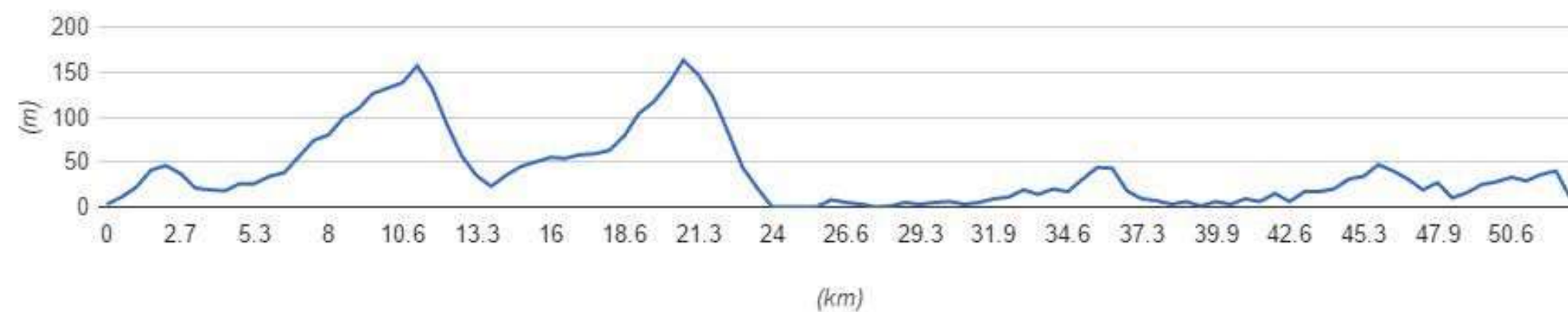
Miocic



Another fantastic cycling day on beautiful roads without traffic. Pag town sits on a beautiful bay. The beaches draw sun lovers from around the world. We met numerous folk who had retired in Pag. It was easy to see why. But cycling was so good, we kept going to Rtina and Miocic camp which is after crossing the short bridge to the mainland.

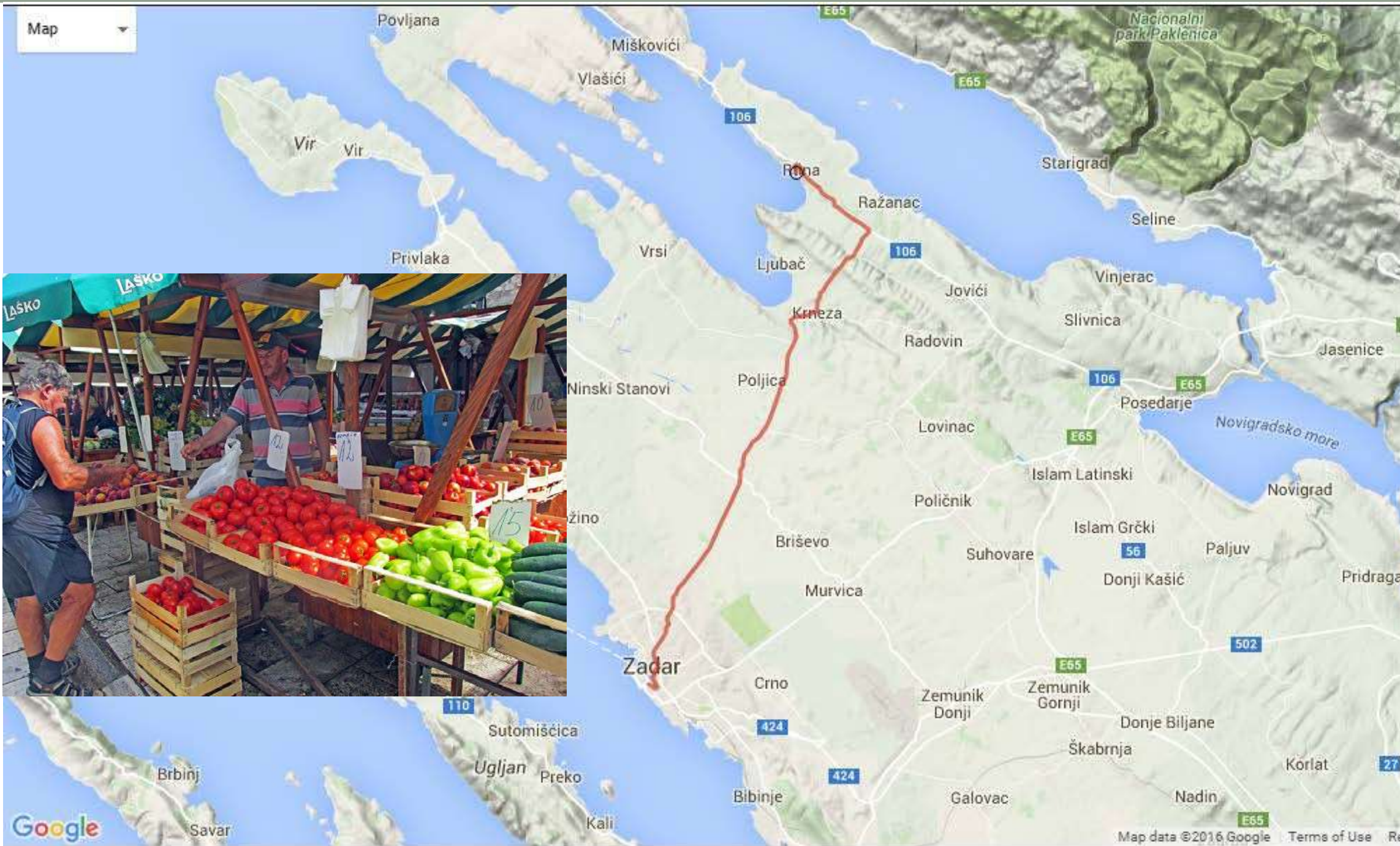


Pag



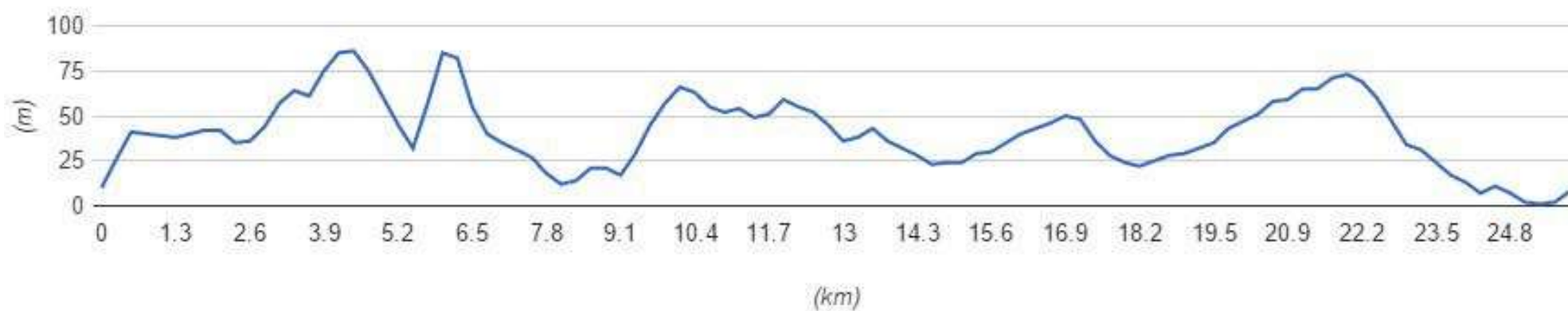
Route C-Stage 3C-Miocic to Zadar

Distance 26 km (16.2 mi); Ascent: 304 m (997 ft); Descent: 313 m (1027 ft); Max: 90 m (295 ft)



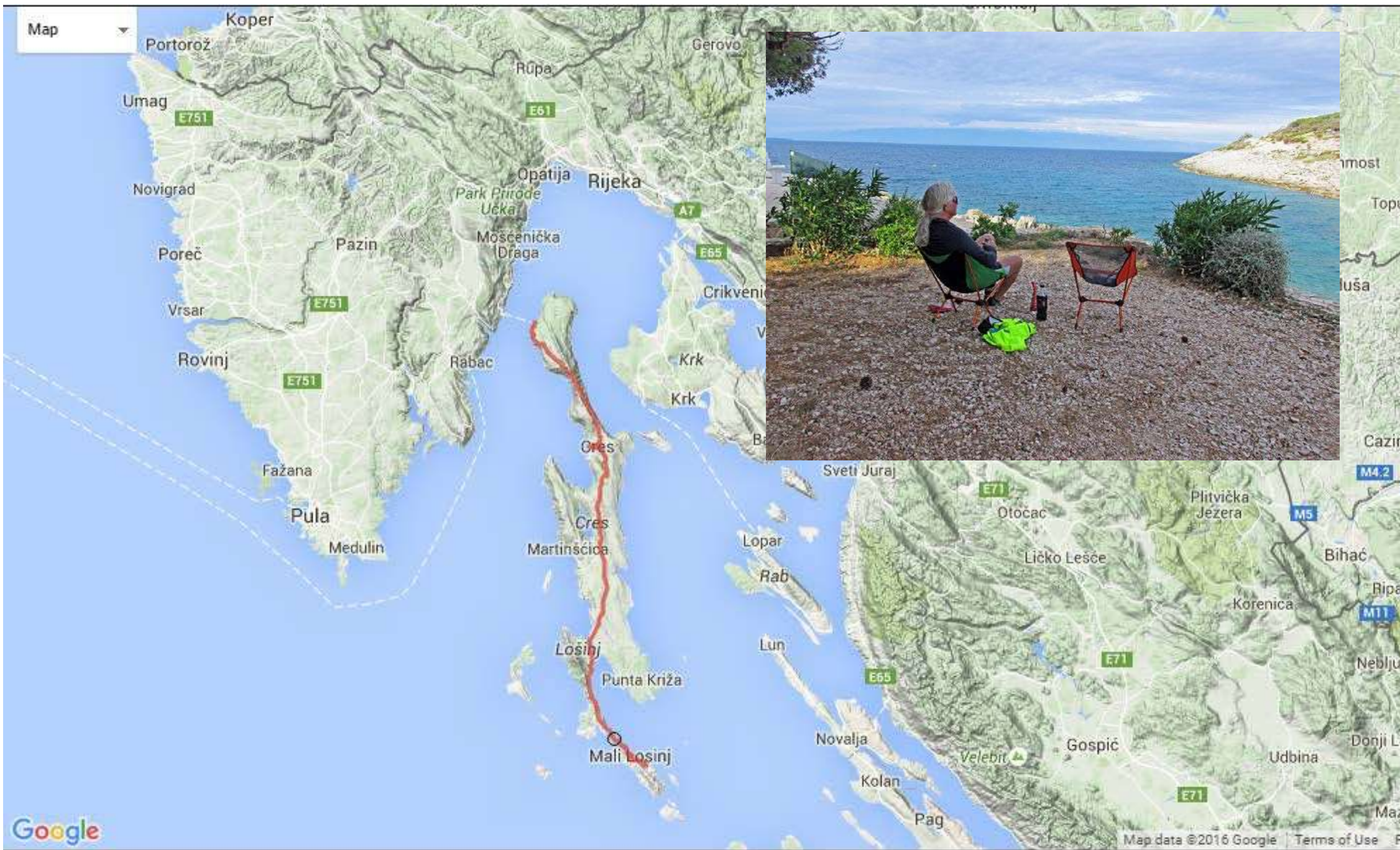
Very hilly cycling from Rtina to Zadar but it is the kind that is fun. Zadar is easy to get to compared to Rijeka. The road goes right to the city center. There is a lot to see in Zadar as the town holds many historic treasures.

Be aware that the ferry from Zadar to Mali Losinj on Losinj Island leaves only twice a week. Be sure to get the updated schedule. The ferry ride is 7 hours.



Route C-Stages 4&5 Complete-Mali Losinj to Veli Losinj to Porozina on Cres Island

Distance 95.7 km (59 mi); Ascent: 1475 m (4838 ft); Descent: 1476 m (4842 ft); Max: 433 m (1419 ft)

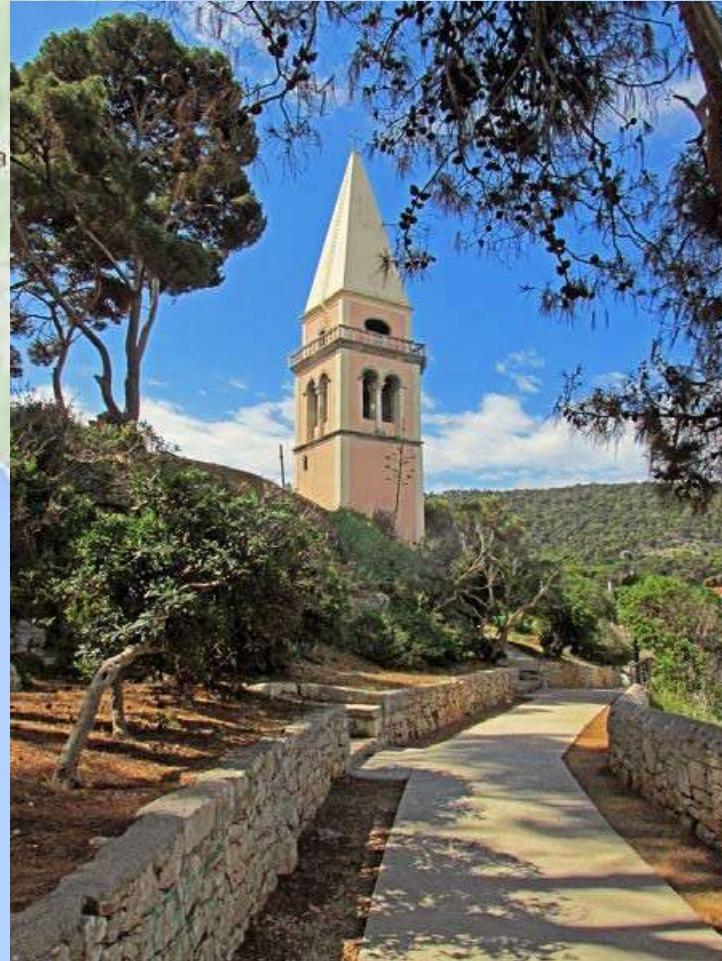
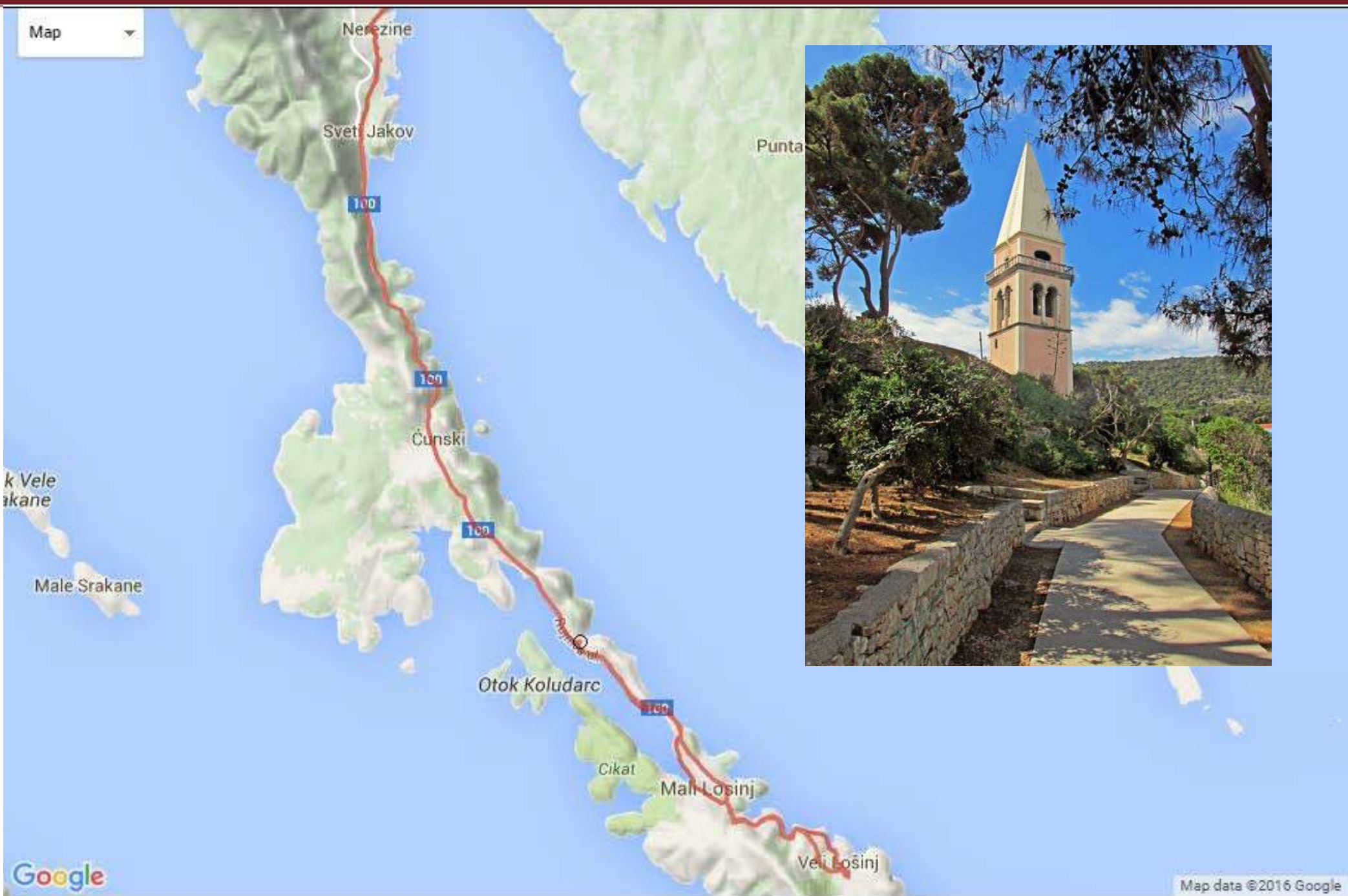


Two of our favorite islands for cycling and ambiance are Losinj and Cres. A very short bridge connects these two. They almost feel like one. The islands are very green compared to the bare rocks of Pag Island. The towns of Mali Losinj, Veli Losinj, Nerezine and Cres are absolute highlights. We also found our favorite campground, Poljana, just 3 kilometers from the Mali Losinj ferry port.



Route C-Stage 4A-Mali Losinj-Veli Losinj to Nerezine

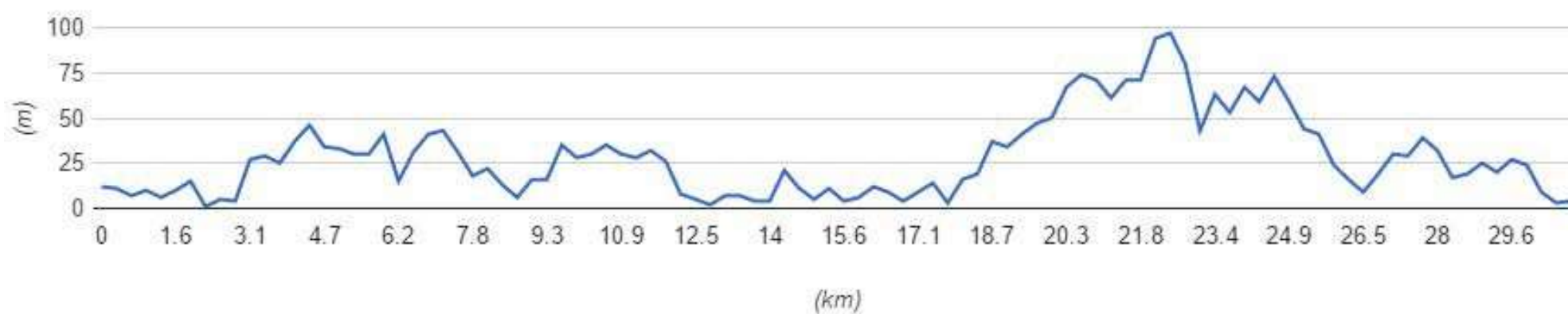
Distance 31.2 km (19 mi); Ascent: 1402 m (1319 ft); Descent: 395 m (1296 ft); Max: 89 m (292 ft)



From Mali to Veli, it is going in the wrong direction. But, we made a nice loop from camp Poljana to Mali to Veli before heading north to Nerezine.

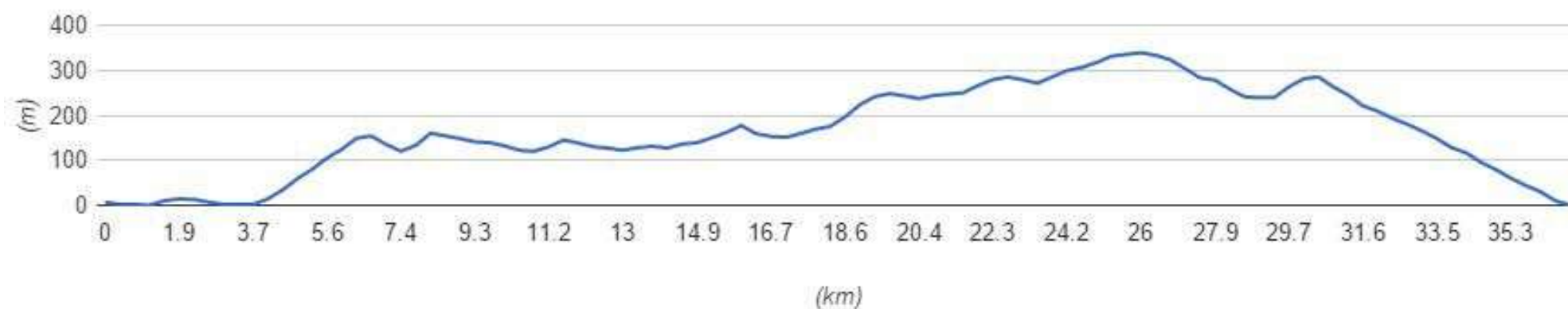
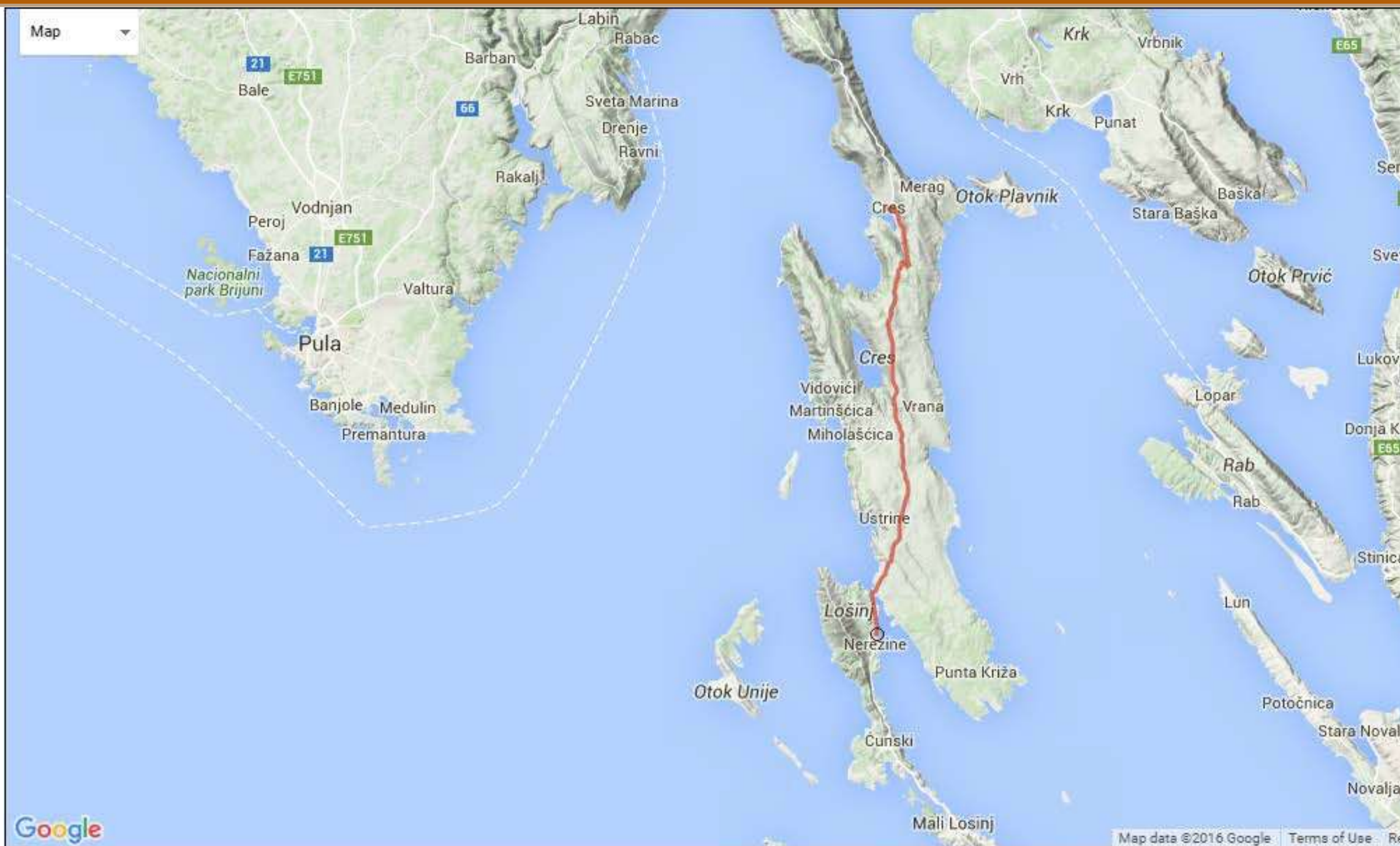
Veli should not be missed. The historic seaside town was developed by rich sea merchants and captains who built their homes there. It is a colorful town brimming with ambiance.

Absolutely fun cycling. Rolling hills, but not too steep or long. Great paving. Not much traffic. Lots of views. Losinj Island is a gem to cycle. Nerezine has a pleasant campsite, camp Rapoca, on the sea and nobody was there in June.



Route C-Stage 5A-Cres Island-Nerezine to Cres

Distance 37.2 km (23 mi); Ascent: 552 m (1811 ft); Descent: 565 m (1854 ft); Max: 333 m (1092 ft)



Another day of incredible cycling with superb views and really can't remember any traffic.

After leaving camp at Nerezine, we soon cross a very short bridge to the island of Cres. [Cres](#) is the biggest of the islands stretching for 66 kilometers. Famous for its many coves and lovely beaches, it is still incredibly peaceful.

The big fresh water lake clearly visible on the map is lake Vrana. It serves as the fresh water supply for the island.

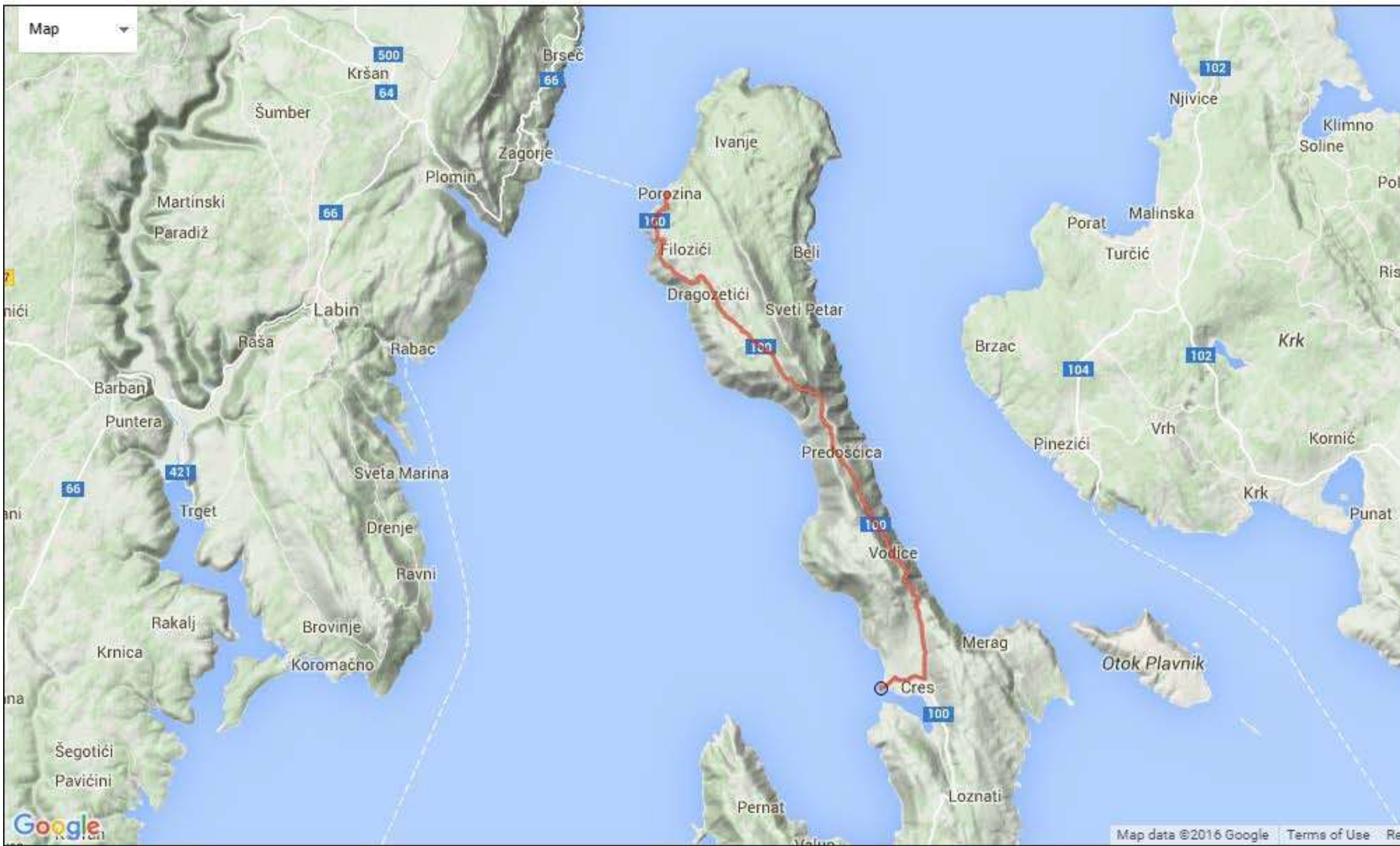
We are stopping in the historic town of Cres. Another pretty campsite, [Camp Kovacine](#), is close to Cres. A huge site, we felt like we had the place to ourselves. They even brought us a table when Mike suggested they think about an area with tables for tenters who don't come by car. Small market and variety of restaurants or ride on the bike path back to town about 2 kilometers.



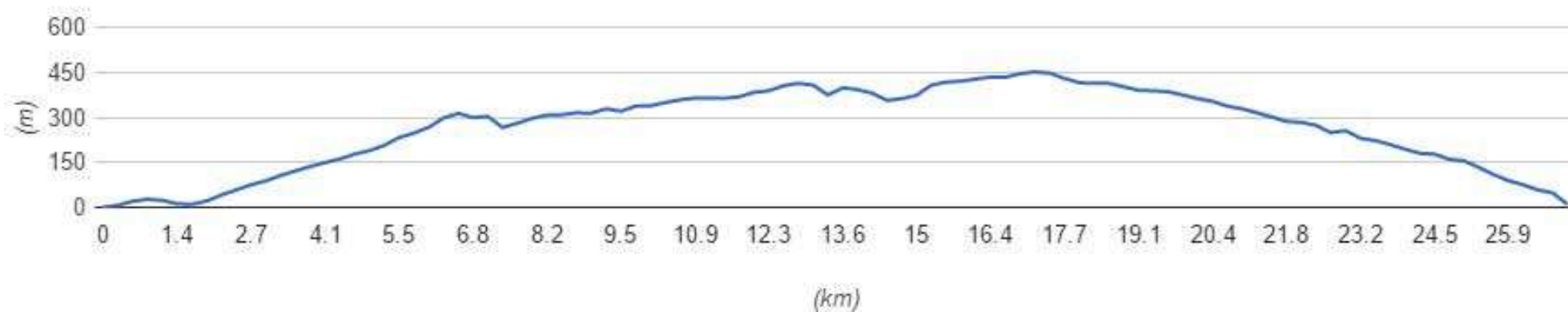
Cres

Route C-Stage 5B-Cres to Porožina ferry port on Cres Island

Distance 27.3 km (17 mi); Ascent: 521 m (1708 ft); Descent: 516 m (1693 ft); Max: 433 m (1419 ft)



The route up to the north on Cres Island is traffic free and spectacular. It is a beautiful ride on excellent paving. There is one long climb up and one grand coasting descent down. There are no amenities along this stretch until the ferry port.



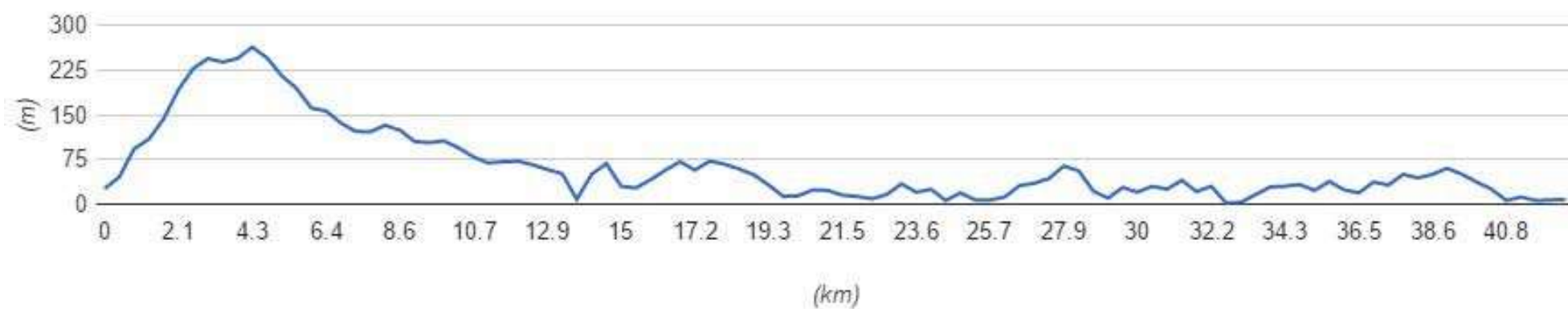
Route C-Stage 6 Complete-Brestova to Rijeka on Istria Peninsula

Distance 46.4km (28.8 mi); Ascent: 721 m (2365 ft); Descent: 728 m (2391 ft); Max: 250 m (820 ft)



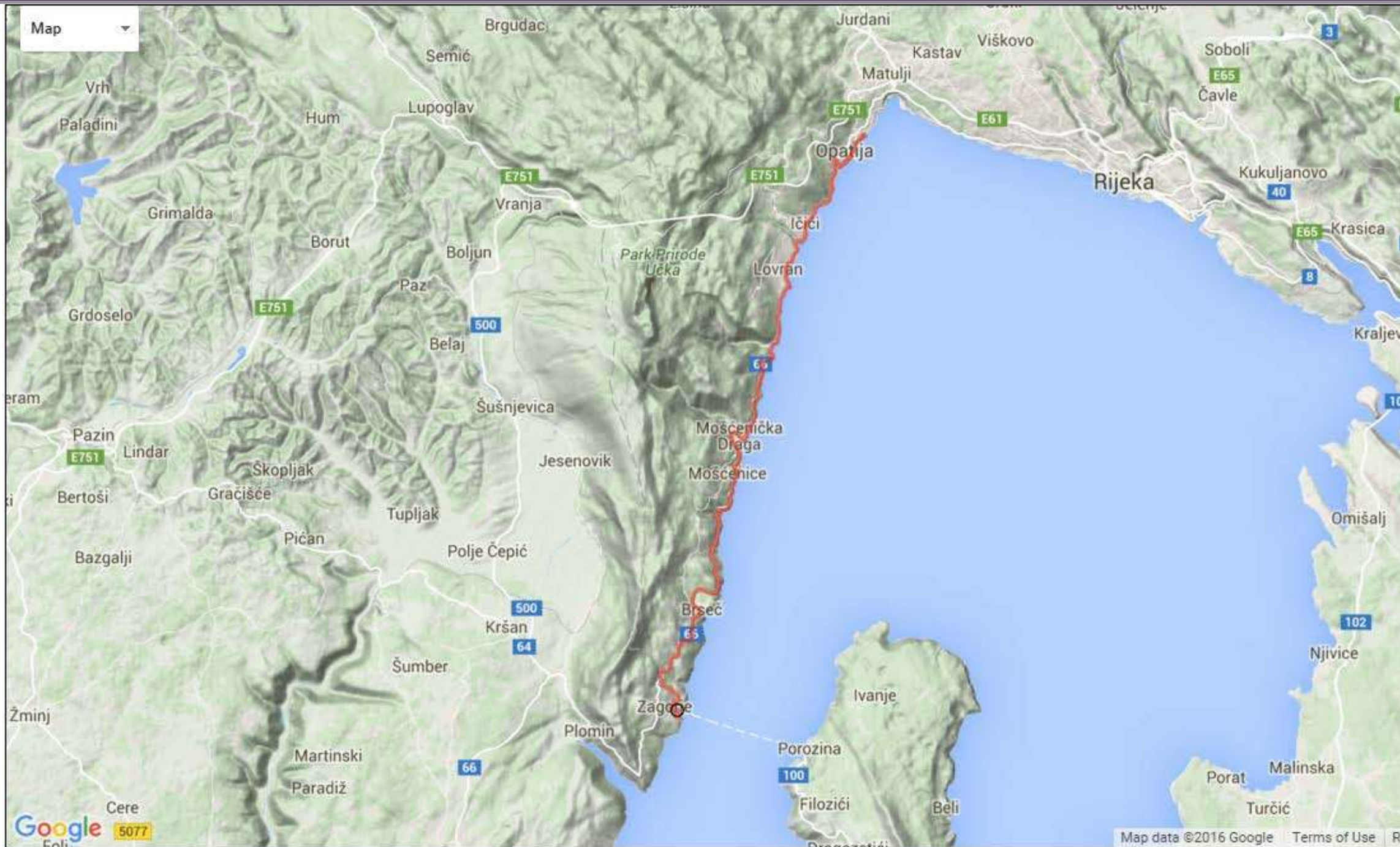
D66 road serves as a connection to a number of towns and resorts along the eastern coast of the Istria Peninsula. Even though this route follows D66, the traffic was not a big issue like it was on Krk Island. It only began to feel busy as we approached Opatija, a popular resort town close to Rijeka.

The paving is excellent and there are many views of the sea while cycling this route. Each small village offers restaurants on the seaside. We stopped in Lovran and Ičići for ice cream breaks with a sea view.



Route C-Stage 6A-Brestova to Opatija

Distance 33 km (20.5 mi); Ascent: 499 m (1637 ft); Descent: 507 m (1663 ft); Max: 250 m (820 ft)



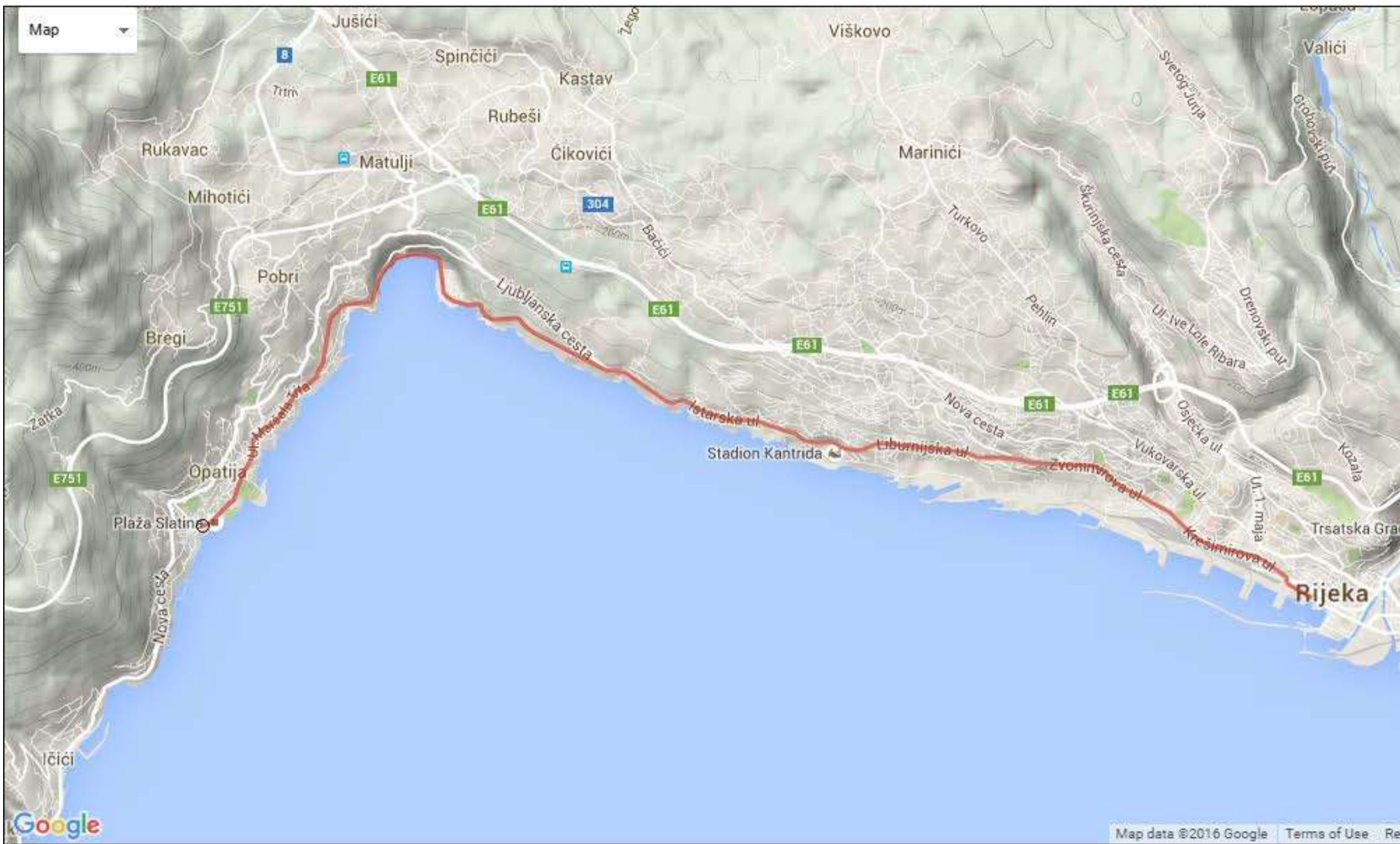
It is one steep climb from the ferry port at Brestova to the main Highway 66. A sign shows 14%. Once on the main road, however, it is almost a long coast to Opatija. Beautiful views of the sea, and small charming villages on the coast are highlights. And so is the smooth pavement. A fun section of riding, the traffic is not a problem until closing in on Opatija.

Opatija is a very popular tourist town with gambling casinos, and big hotels.

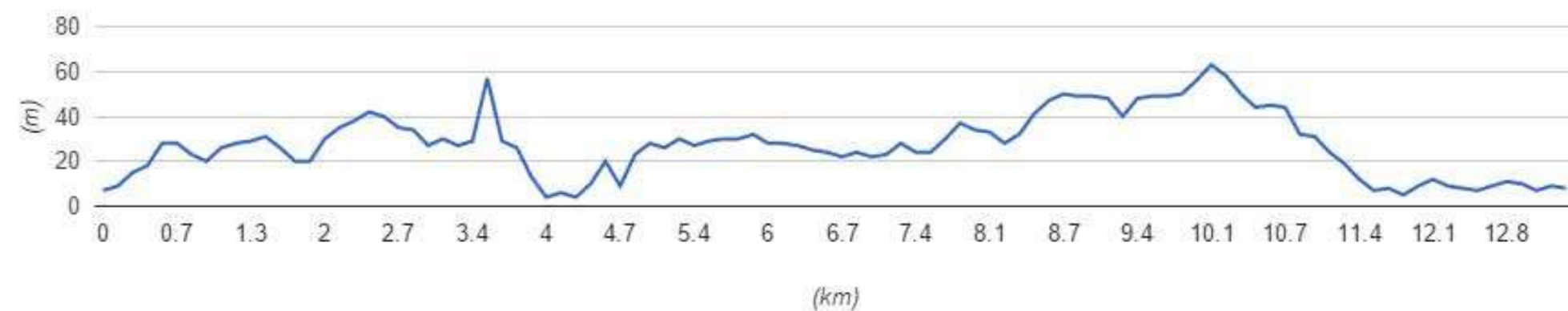


Route C-Stage 6B Opatija to Rijeka

Distance 13.4 km (8.3 mi); Ascent: 222 m (728 ft); Descent: 221 m (728 ft); Max: 64 m (210 ft)



Rijeka is the end of Route C. The last 8 miles into the city are heavy with traffic, but we stayed on the secondary roads as much as possible. It is much easier to enter Rijeka from this direction. There are no tunnels. The main road goes right into the center of the city.



Route D-Istria Peninsula Loop into Slovenia & Return

Total Distance: 5856 km (357.5 mi); Total Ascent: 8894 m (29,180 ft); Total Descent: 8920 m (29,265 ft); Max: 452 m (1483 ft)



The [Istria Peninsula](#) is the largest peninsula jutting into the Adriatic sea. Shaped akin to a heart, the peninsula has been settled and fought over for thousands of years by just about everyone in the region. After World War II, the peninsula was given to Yugoslavia. Croatia came into existence with the breakup of the Yugoslav Republic.

Route D highlights the quiet mountain areas and the bustling beaches and villages scattered on its long coastline. For cyclists who wish to travel further north, the route gives access to the Alps route detailed in our [Cycle Scenic Slovenia PDF book](#).

There are numerous publications and maps touting the excellent cycling on the Istria Peninsula. But all these pamphlets describe mountain bike routes on gravel roads and tracks. We never found a publication directed towards touring cyclists on paved roads, so we wrote our own after cycling this beautiful peninsula.

Route D starts and ends in Rijeka using the two northern islands of Krk and Cres as stepping stones to get to the Istria Peninsula. Head inland through the mountains on the peninsula, visiting famous mountain towns of Pazin and Motovun before crossing the border into Slovenia. Make a short loop visiting highlights of Osp, Koper, and Portoroz before heading back into Croatia. Follow the entire perimeter all the way back to Rijeka while visiting the lovely beach areas of Umag, Porec, Rovinj, Medulin, Rabac and Opatija.

Route D-Stage 1 Complete-Rijeka to Valbiska on Krk Island

Of all the islands we cycled between Dubrovnik and Rijeka, Krk Island was the only one that had heavy traffic. Holiday makers flood the island, not only on weekends, but all summer long. They are not patient. They are headed for the beach on a limited time schedule. The road is narrow, just like all the others, white line to white line, but there is a lot of traffic.

Worthy of mention, however, is that there is a cycle path for 6 kilometers near Krk, and a lot more construction of new paths was underway when we were there. So, the intent looks promising.

There are also options for meandering through smaller roads around Malinska and Njivice.

Highlights on the island for us were definitely Krk and Njivice.



Route D-Stage 1A-Rijeka to Njivice on Krk Island

There is no easy way to get out of Rijeka heading southeast. A tunnel consumes the highway. There is a sidewalk in the tunnel but it is safest to walk it and the tunnel is long. Construction is ongoing in this area so who knows what will change. The tunnel was the only route in and out that we found unless going high up into the surrounding hills.

Shortly after the tunnel, it is a beautiful and pleasant ride high above the sea on a slightly wider, well paved road.

It is a pleasant ride across Krk Island bridge.

Take the first signed turnoff to Njivice. It leads directly to the camping site. Njivice has a marvelous seaside bike path lined with a great choice of restaurants.

Njivice

Route D-Stage 1B-Njivice to Krk

[Campsite Njivice](#) is at the north end of town. We found the camping to be very crowded and not as nice as Krk as tents were mixed in with caravans. But, the seaside restaurants in Njivice were a big plus.

A bike path follows the shoreline and passes right through the center of Njivice and the wonderful waterfront restaurants. It meets the highway just south of Njivice.

Approaching Malinska, there is a side road that parallels the main road. It stays above Malinska. To visit Malinska, it is a steep descent and ascent back out.

There is no useful alternative to riding Highway 102 after Malinska. The last 6 kilometers into Krk there is a paved bike path.

Route D-Stage 1C- Krk to Valbiska

No matter the route one takes from Krk to the ferry port at Valbiska, there are some steep hills to climb. There is very little traffic on the route we took through Vrh as most drivers stay on Highway 104.

There is a good restaurant at the Valbiska ferry port, otherwise nothing after leaving Krk.

Ferries to Lopar on Rab, Merag on Cres and Mali Losinj on Losinj also leave from Valbiska. These are the big car ferries and they go frequently as opposed to the small boat we took between Rab and Pag.

Route D-Stage 2 Complete-Merag to Cres to Porozina on Cres Island

Some exceptionally beautiful cycling in this stage and a wonderful visit to the town of Cres.

Once leaving Cres town on route to Porozina, there are no more amenities until the ferry port.

Route D-Stage 2A-Cres Island-Merag to Cres

It's a long climb from the ferry port to Highway 100 followed by a fabulous downhill into Cres.

Cres is a magical town. The old town hugs the beautiful harbor. Restaurants, cafes and apartments jostle for space in the narrow streets.

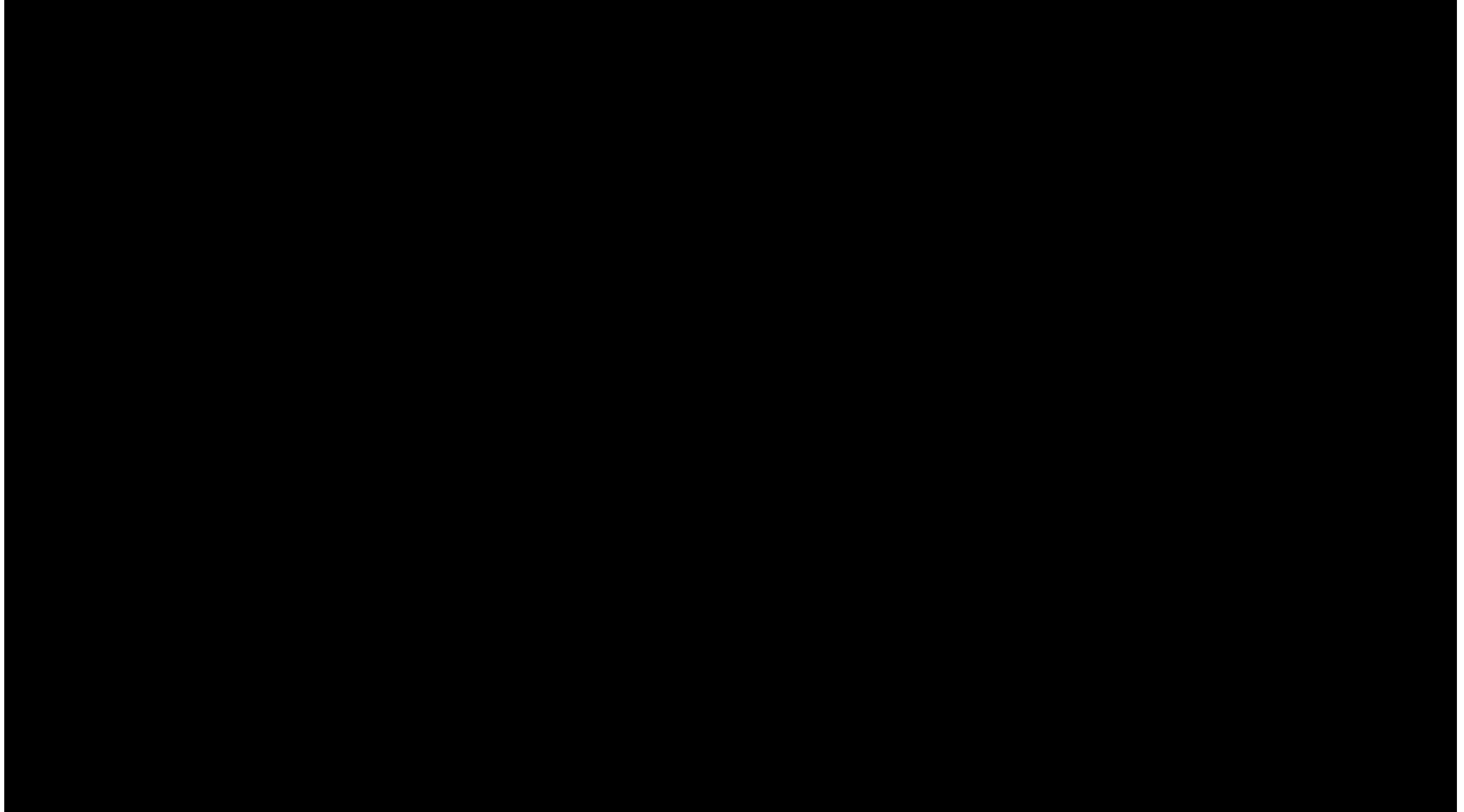
Another pretty campsite, [Camp Kovacine](#), is close to Cres. A bike path connects the town and campsite.

Route D-Stage 2B-Cres to Porožina ferry port on Cres Island

The route up to the north on Cres Island is traffic free and spectacular. It is a beautiful ride on excellent paving. There is one long climb up and one grand coasting descent down. There are no amenities along this stretch until the ferry port.

Route D-Stage 3A-Brestova to Pazin

Distance: 37.7 km (23.4 mi); Ascent: 1130 m (3707 ft); Descent: 478 m (1568 ft); Max: 368 m (1207 ft)



Route D Stage 3A

It is a very steep climb of 14% from Brestova ferry landing to the main road D66. The highway itself is beautifully paved with moderate traffic and even a shoulder that can be ridden in places. It continues climbing, but gradually, to Restaurant Fontana and a fabulous view of the channel between Istria and Cres.

Enjoy a fun downhill stretch before the long climb to Pazin begins. Leave D66 at the bottom and ride D64.

There are several villages worth visiting on route including Vozilici, which sits at the D66, D64 intersection. It is an attractive town with apartments, restaurants, and market.

[Krsan](#) has a ruined castle, apartments and market. It is easily visible from the road. Potpican is an older town. We did not see amenities to our liking.

Pican is a medieval hilltop town but there are no amenities and the first access is straight uphill. An easier access is another mile up D64.

Gracisce, another medieval hilltop town has a small market, apartments, rooms, and restaurants. There is charming lodging in the old town itself. It is the easiest town to access.

[Pazin](#) sits on the edge of a massive gorge and boasts the best preserved medieval castle in Istria. Yet, it does not feel like a tourist town. It is a working town. We found charming lodging at [Apartmani Laura](#) near the tourist office.

Krsan by Croq-Creative Commons

Pican

Pazin

Gracisce

Gracisce

Route D-Stage 3B-Pazin to Motovun

Distance: 18.8 m (11.7 mi); Ascent: 371 m (1217 ft); Descent: 478 m (1568 ft); Max: 368 m (1207 ft)

This is a short mileage day thereby allowing plenty of time to enjoy Motovun.

A wicked start followed by a fabulous day cycling the lovely countryside of inland Istria. The wicked start was our shortcut and not wanting to cycle from town back up to the highway. A bridge spans a finger of the gorge just below our lodging. It is a push bike hill to get up the other side, but luckily, it is very short.

Route D Stage 3B

The view of Motovun from the road just before dropping steeply down into the town is fantastic. A small restaurant at the viewpoint serves delicious meals.

The campground in Motovun is right at the entrance of the road that climbs to the historic town. The campground is small but very pleasant with wonderful views down the valley. There is a market nearby.

The best restaurants are up the hill in the medieval town of Motovun. It is a very steep road. Visitors can walk, cycle or take the bus. From where the bus stops, it is still 350 meters of steep to the top of the town where the restaurants and main plaza are located. This upper walking is on ancient cobblestone.

The town is an active place with a unique functioning hotel and several restaurants and shops.

The surrounding countryside is a rich green tapestry with vineyards and forests.

Route D-Stage 3C

Motovun to Osp Slovenia

This is a big climbing day through fantastic country. Motovun to Livade is all downhill. Livade is famous for local truffle dishes. From Livade, we followed a beautiful secondary road that paralleled the main highway. No traffic on our road. Went about 10 miles before we rejoined the highway, but only for a couple miles before turning off on another secondary road that bypassed Buzet. It was a great choice of routes. Scenic and no traffic; it climbed very easily.

We hit the main highway again after Buzet and headed straight north to the Slovenian border. This section of highway had just been repaved and widened. There was a small shoulder and the lanes were quite wide allowing for traffic and bikes. Very nice riding.

Crossed the border to Slovenia and rode into Gracisce. From this point to Crni Kal, the road drops into the spectacular Mirna River canyon and climbs right back up. The hills are long; the cycling is wonderful.

At Crni Kal, there is a sign to [Osp](#) where there is camping with restaurant but no market just a couple kilometers down the road. Osp offers a world class climbing site that is still relatively unknown.

Route D-Stage 3C

[Parezana Rail Trail](#) goes through Motovun. Being a rail trail, we had thoughts to ride it but were concerned it would be too rough. We tried riding the short portion from Motovun down to Livade for a test. The beginning was wide gravel that was loose but firm enough. Then, it deteriorated to two ruts separated by thick grass on a hump. Thorny vegetation overwhelmed the sides and could not be avoided. Other riders we talked to in Motovun camp said much of the trail north was the same. So, we decided it was not a good choice with heavy baggage.

Livade

Parezana Rail Trail

Our secondary quiet road

Starting to drop into Mirna River canyon

One of numerous health resorts

Route D-Stage 4A-Osp Slovenia to Portoroz Slovenia

Ride highway 409 towards Koper Slovenia. After Dekani, a bike path crosses the highway. This is the official EuroVelo 8 route. The bike path goes all the way to Koper but there are many confusing intersections. Use our GPX file on your phone or device so as not to get lost.

It takes a bit of effort to get to the [old town of Koper](#) which is worth the time. There are signed bike paths to the city but again, we found them a bit confusing.

After Koper, a bike path follows right along the Adriatic shore to and through Izola. This is the paved section of the Parenzana Rail trail. After Izola, the route heads inland. There are two fascinating tunnels which are now paved for bicycles that lead to Lucija and Portoroz. Camping for Portoroz is actually in Lucija. The campground is right on the sea.

Plan a short day ride to [Piran](#). A bike path goes through Portoroz mostly along the seaside.

Route D-Stage 4A

Koper bike path to Izola

Izola

Portoroz

Lucija campground

Route D-Stage 4B-Portoroz Slovenia to Umag Croatia

This is a short cycling day. Cross back into Croatia (there is a border station that checks passports). This is the end of the paved section of the Parenzana Trail. Immediately after crossing the border, there is a right turn with a Parenzana Trail sign. We wanted to cycle the route but it quickly became quite steep with thick loose gravel. We just spun out. So, we rode the highway to Umag.

[Umag](#) is a popular tourist destination. It sits on a large U-shaped bay. There are many beaches to visit. A bike path connects them together. There is a big campground but it is not on the seaside. We found a private apartment of which there must be hundreds.

Umag hosts an ATP professional tennis tournament. [The Umag Tennis Academy](#) draws players from around the world.

Umag is the starting point for our route around the perimeter of the Istria Peninsula. There are many sections of bike paths that follow closely along the sea. Other parts of this route stay on principle roads. Distances are based on stopping at as many beach villages as possible. Take your time. There is a lot to see and do along this magical route.

Route D-Stage 5A-Umag to Porec

We rode much of the sea coast from Umag to Novigrad on small roads and bike paths. Very picturesque beaches and coastal area. Some roads did not go through so had to backtrack. One campground had a turnstile gate that the trike could not fit through so we turned around again.

[Novigrad](#) is very small and worth exploration.

From Novigrad, one has little choice but to ride the highway. The first opportunity to turn off and continue is at Cervar Porat. A secondary road goes all the way to Porec.

[Porec](#), like most of the beach towns along this coast, is very popular. Accommodation is both private and commercial.

We pre-booked an apartment on the beach just a kilometer north of the town center at Pinia Residence. Lovely location on a beautiful beach but disappointing lodging. One bedroom apartment turned out to be a sofa double bed in the front living area that took up the whole space. The bedroom was big enough for a single bed only. We must learn to look more for this kind of deception. It seems the norm when searching the internet for lodging.

In the long run, we have always had much better luck cruising an area for a room or apartment after we got there than pre booking on the internet. Such rooms have always been over rated.

A few gravel sections but easy riding

Route D-Stage 5A

Porec

Novigrad

Route D-Stage 5B-Porec to Rovinj

The stretch between Porec to Funtana has the biggest concentration of fabulous beaches and accommodation on the peninsula. We found wonderful opportunities to follow the sea coast on small roads and bike trails. Not always easy to find, as the paths were not specially marked in any way. We just kept turning close to the sea at every opportunity. Sometimes we came to a dead end and had to turn around.

Bicycle signs for many different routes are evident at many intersections but these are all circular routes and can include long stretches of loose gravel. [Istria Bike](#) brochure is available in all of these towns. They map these routes, describe and show profiles. We did not ride any because of the difficult gravel.

Rode into [Zelena Laguna](#) which is incredibly picturesque. The campground is stellar! There are hundreds of clay tennis courts in the community. Thought about stopping but we were enjoying the riding so much. Stopped for lunch at [Bijela Uvala](#). There was a beautiful campground right behind us. So, we lingered and explored even more.

It is a long climb as the route turns inland to a high point. Suddenly it drops steeply to cross the upper reaches of [Limski Fjord](#) and climbs right back up again at an even steeper gradient. A wonderful coasting downhill leads right into Rovinj.

[Rovinj](#) is another fantastic medieval town on a peninsula. The town center is pedestrian. Only delivery vehicles are allowed in. There is so much to see and do in Rovinj. We highly recommend staying at least a day.

There is another very nice [camping ground](#) just south of Rovinj, but we found a row of apartments just to the north overlooking the town. They priced at 40 Euro a night. We stayed there instead of camping as a heavy rain storm was expected.

Bike paths along the seashore

Bijela Uvala

Arriving in Rovinj

Rovinj

Surrounded by the Adriatic sea on three sides, the buildings on the edge served as a fortress wall. The founding date of the original city is still unknown. Some historians suggest the early 2nd century BE. During Roman times, the city held about 100 residents.

Originally Rovinj was an island. The waterway was filled in around 1763 to allow for expansion.

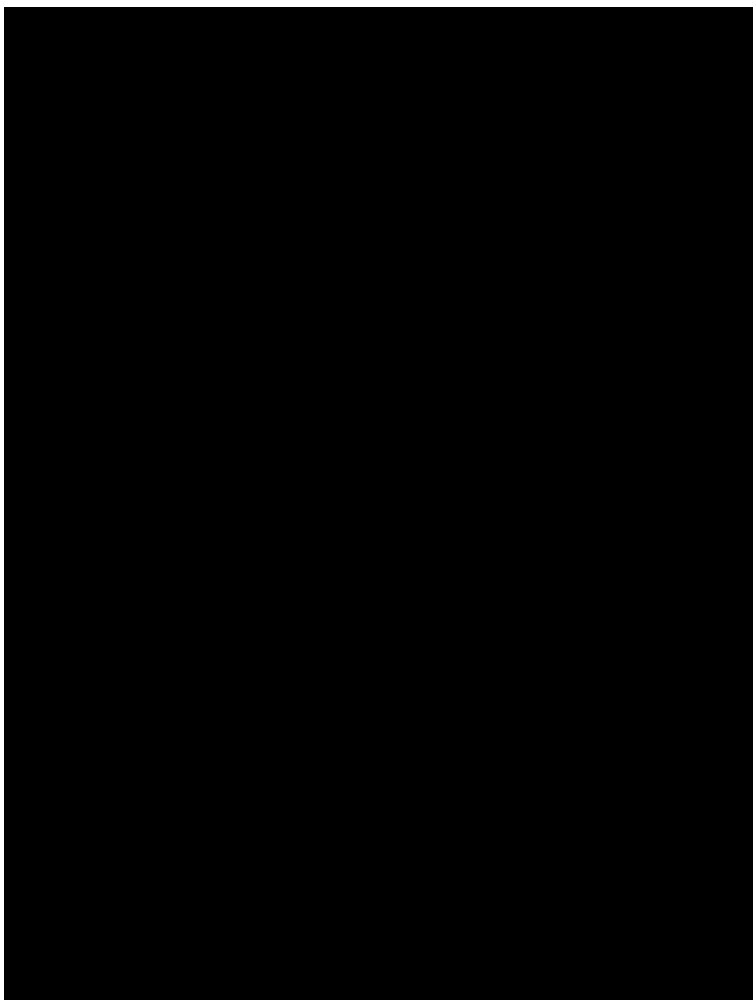
Today, the inner streets are filled with shops, restaurants and apartments. The narrow streets create the feeling of wandering about in a maze.

Rovinj By Jeroen Komen-Creative Commons

Route D-Stage 5C-Rovinj to Medulin via Pula

It rained hard all day so we don't have pictures for this stage until we get to Medulin. The route after Rovinj turned inland. There are no views of the sea until Pula.

Pula is a big industrial city. The reason we did not go around the city was because we wanted to see the coliseum. Our route brought us practically to the front entrance. A magnificent structure, the walls are still intact all the way around. Since it was still raining when we went inside, our photos were not very telling. The photos of the arena all came from Wikimedia-Creative Commons. We highly recommend a visit to this most impressive amphitheatre.



By Orbvic

Our Medulin apartment

By Boris Licina

Route D-Stage 5C

Photos by:

Berthold Werner

Creative Commons

Getting out of Pula was an unpleasant event. The one way streets really frustrated us to the point we rode on sidewalks. Once free of the city, it was an easy ride to Medulin, a small tourist town on the sea. There were numerous apartments to choose from for the night. There is a beautiful [campground](#), but we were soaking wet and wanted the comforts of table and chairs and a dry kitchen!

Route D-Stage 5D-Medulin to Rabac via Labin

We rode quiet secondary roads from Medulin all the way to Lobarika. There, we joined the principle highway 66 all the way to Labin and Rabac.

There are actually two Labins: the modern city on the plateau and the old historic medieval Labin on the hilltop. A spur road off Highway 66 climbs steeply to the old town center. This road is paved with cobblestones which makes the ascent even more challenging.

Medieval [Labin](#) was first mentioned in 285 AD. Today, it is a tourist destination with restaurants, cafes, and tour buses.

Many tourists who come to Labin stay in the modern city spread out below Medieval Labin. We rode the short distance to [Rabac](#) for lodging. Rabac is a seaside resort town with an abundance of pleasant accommodation. The only camping in Rabac is 5 kilometers away at [camp Oliva](#).

It is a big descent from hwy 66 to Rabac which must be cycled back up.

Labin old town center

Rabac

Once a small fishing village, Rabac has blossomed into a major tourist resort with private apartments, hotels, and plentiful rooms for rent.

The steep hillsides are smothered with tiered accommodations. We descended all the way right to the sea and found a hotel with excellent views of the sea and within easy walking distance of local seaside restaurants.

Route D-Stage 5E-Rabac to Opatija

The ascent back up to Highway 66 is steep, but the road is almost wide and smooth. That is not the only hill. There is one more that climbs from the intersection to Pazin up to the fabulous viewpoint restaurant Fontana.

The rest of the ride is mostly downhill right along the seaside. Traffic begins to pick up around [Icici](#).

There are numerous beach towns with restaurants right on the sea and accommodation on the hillsides above if you prefer to stay in a small village instead of Opatija.

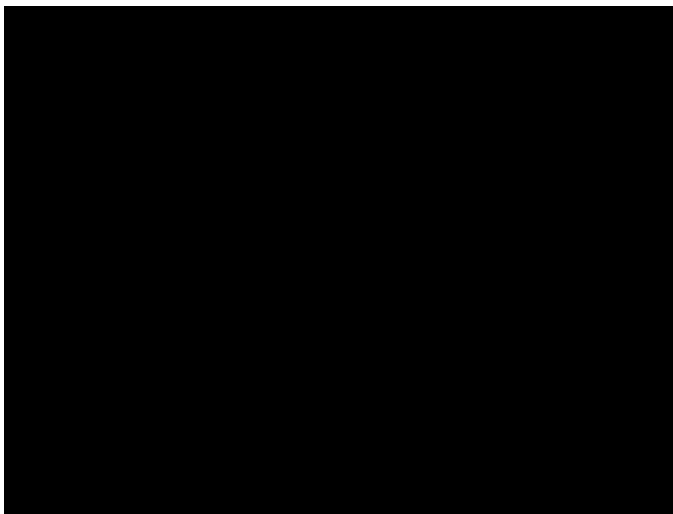
View from Restaurant Fontana

Route D-Stage 5F-Opatija to Rijeka

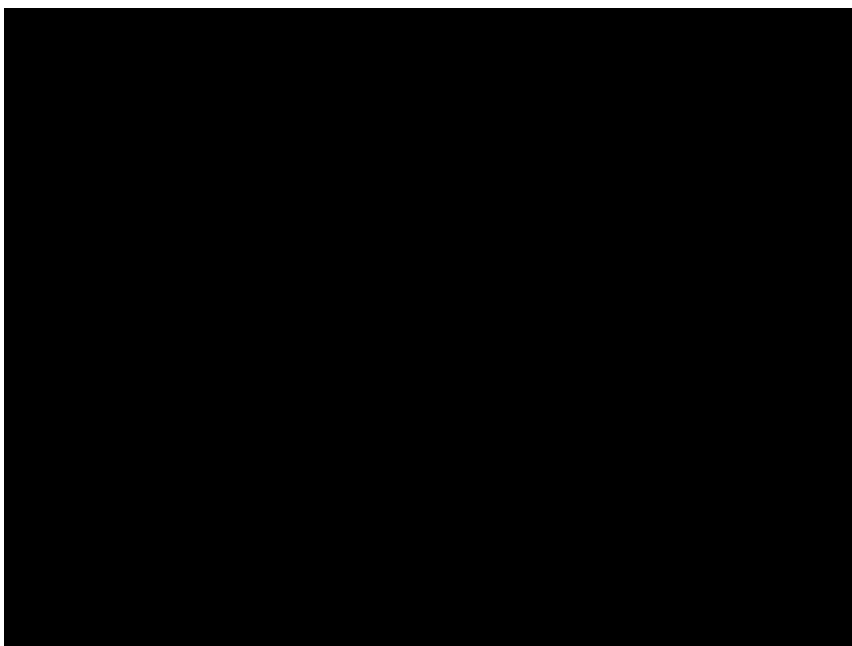
Opatija to Rijeka is heavy traffic. We did not ride Highway 66 but stayed on the lower road through town and followed the coast until the smaller road joins Highway 66.

There are no tunnels to get to Rijeka from this western approach which makes it more bicycle friendly than coming in from the east and south.

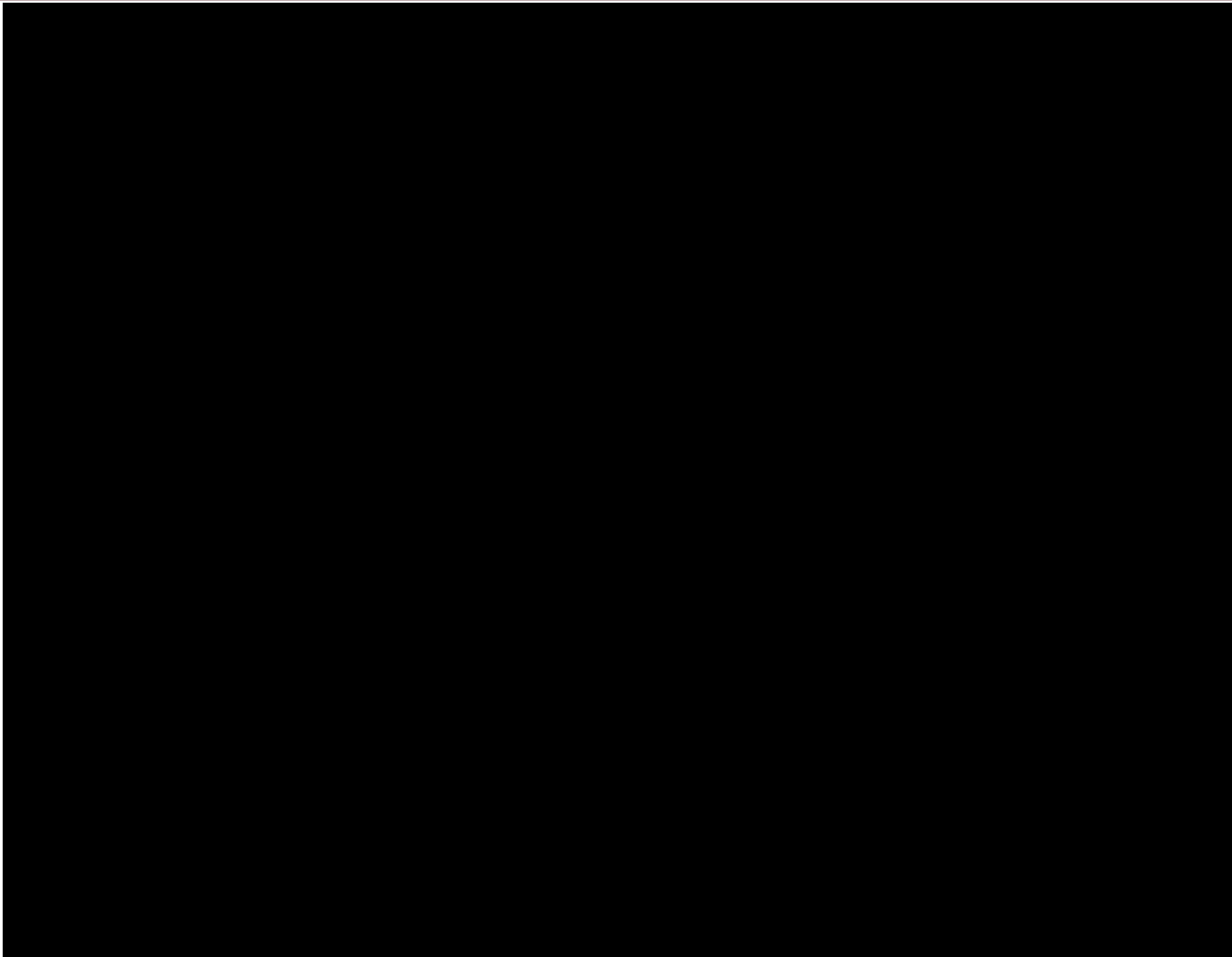
Rijeka is the end of Route D.



Arriving in Rijeka



Rijeka



Route E-Brac Island: Hotspots Island Tour-Complete

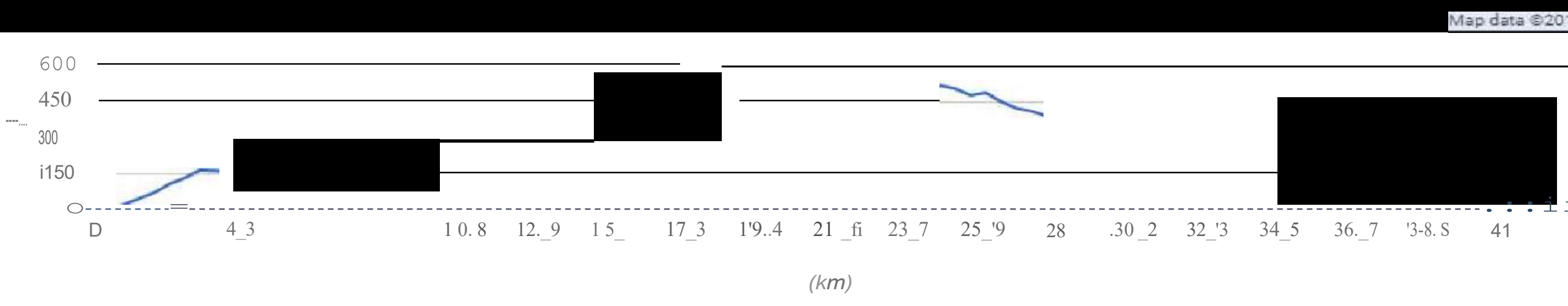
Distance: 169 km (105 mi); Ascent: 4496 m (14,750 ft); Descent: 4492 m (14,737 ft); Max: 579 m (1899 ft)

Easily accessible from Split, Brac Island has enough cycling routes to spend one to two weeks just on this island. Cycle the routes explained in Routes A&B, or just cycle this one: Route E.

See all of Brac Island on this Hotspots Tour. Stop and stay in each charming port town. There are 6 stages to the tour starting and ending in Supetar. Our recommendations: stay in Sutivan, Milna, Bol, Sumartin, Pucisca, and of course Supetar. The total distance is certainly reasonable, but look at the ascent and descent figures. Some stages are short, others are long depending on the distances between the ports. There is a lot of variety because the route is constantly going inland before descending to the sea. Obviously we recommend doing this with minimal luggage and staying in lodging instead of camping. Besides, only the area outside of Bol has camping.

**Brac Island:
Hotspots Tour
Stage 2A
Supetar-Sutivan**

**Brac Island
Hotspots Tour
Stage 2B
Sutivan-Milna**



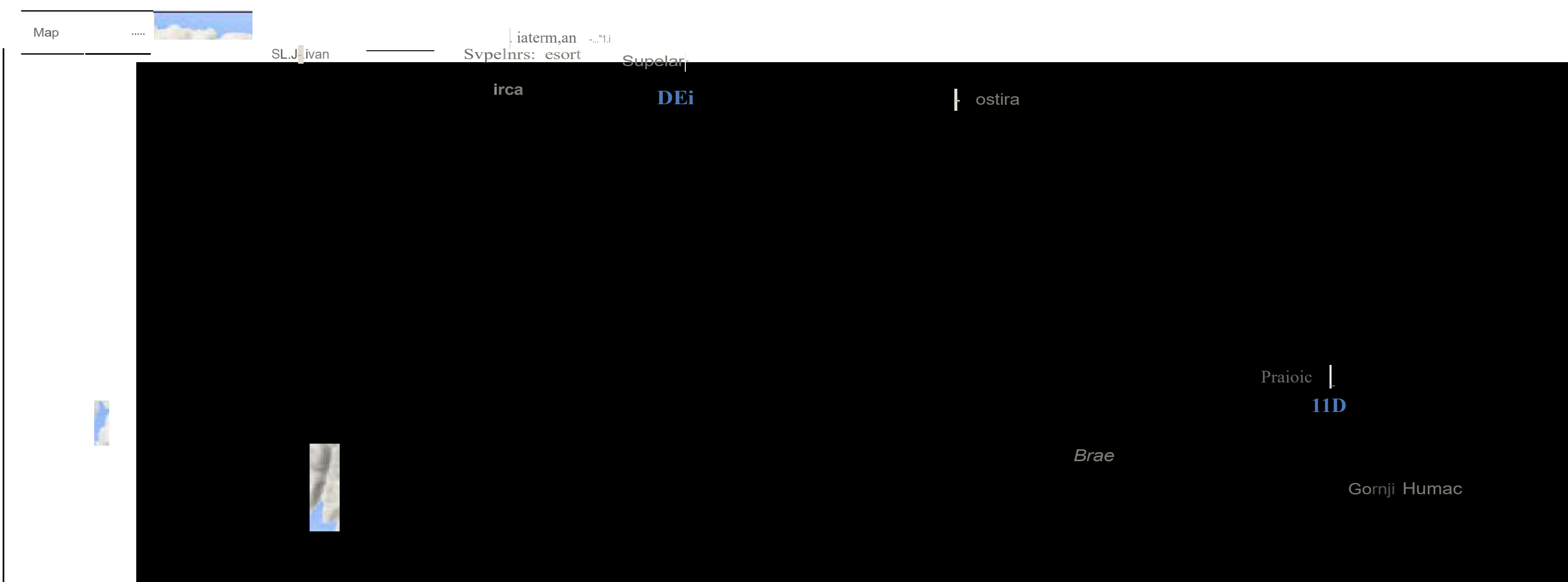
**Brac Island:
Hotspots Tour
Stage 2C-Milna-Bol**

**Distance: 45.2 km
(26.8 mi)**

**Ascent: 1106 m
(3629 ft)**

**Descent: 1106 m
(3629 ft)**

**Max: 174 m
(571 ft)**



Brac Island:
Hotspots Tour

Stage 2C-Alternate
Milna-Bol

Distance: 40.3 km
(25 mi)

Ascent: 1308 m
(4291 ft)

Descent: 1308 m (4291 ft)

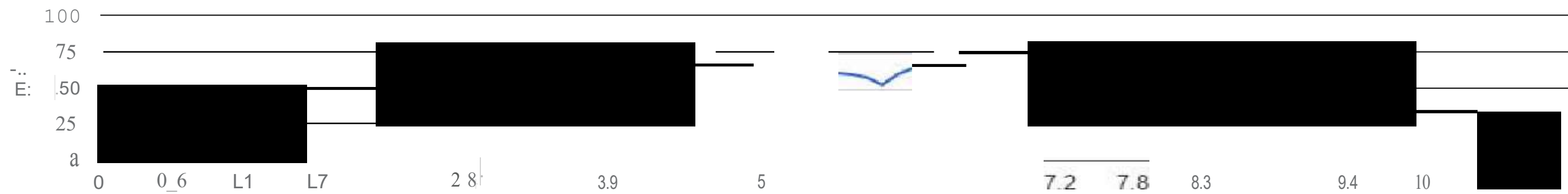
Max: 603 m (1978 ft)

**Brac Island:
Hotspots Tour
Stage 2D**

Zlatni Rat •



Map data ©2016 Google [Terms of Use](#) [Report](#)



(km)

~ 130 ~

**Brac Island:
Hotspots Tour
Stage 2E
Bol-Sumartin**

**Brac Island:
Hotspots Tour
Stage 2F
Sumartin-Pucisca**



Map



Donji Humac 181

Im

Nerezis-a



**Brac Island:
Hotspots Tour
Stage 2G
Pucisca-Supetar**

200 -----

150

100

50

0

0 1.3 2.6 3.8 5.1 6.4 10.2 11.5 12.8 14.1 15.3 16.6 17.9 19.2 20.5 21.7 23.0 24.3

(km)

**Ascent: 718 m
(2356 ft)
Descent: 726 m
(2382 ft)
Max: 156 m
(512 ft)**

Routes Chart

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route A Dubrovnik to Rijeka South to North	<p>Incorporates Dubrovnik/Mljet Island/Peljesac Peninsula/Korcula Island/Split/Brac Island/Makarska Coast/Hvar Island/Split to Zadar on mainland/choice of Pag Island/Rab Island/ Krk Island/or Losinj Island/Cres Island/Istria Peninsula/Rijeka.</p> <p>Ferry from Dubrovnik to Polace on Mljet Island. This ferry only runs after June 19 at the time of this writing.</p>					
Route A-Stage 1A-Mljet Island	Day ride around the lakes in the National Park Mljet near Polace.	16.5 km 10.2 mi	231 m 757 ft	239 m 786 ft	82 m 270 ft	
Route A-Stage 1B-Mljet Island	Cycle Polace to Sobra. Very hilly and remote ride.	26.4 km 16.3 mi	1061m 3481 ft	1057 m 3468 ft	251 m 856 ft	Ferry Sobra to Prapratno on Peljesac Peninsula. There is no ferry from Polace to Prapratno.
Route A-Stage 2 Complete Peljesac Peninsula	Prapratno-Ston-Orebic via Zuljana. (2A+2B+2C)	70.2 km 43.4 mi	1592 m 5223 ft	1630 m 5348 ft	282 m 925 ft	
Route A-Stage 2A Peljesac Peninsula	Camp in Prapratno near ferry landing or cycle 4 km to Ston and secure lodging there.	4.1 km 2.4 mi	100 m 328 ft	132 m 433 ft	90 295 ft	
Route A-Stage 2B Peljesac Peninsula	Cycle from Ston or Prapratno to Zuljana (camping) or Trstenik (lodging) via Dubrava.	32.2 km 20 mi	1002 m 3287 ft	1008 m 3307 ft	282 m 925 ft	
Route A-Stage 2B-sub 1 Peljesac Peninsula	Alternate Route from Ston to Trstenik. Cycle Ston to Sreser.	33.9 km 21 mi	490 m 1608 ft	490 m 1608 ft	234 m 768 ft	
Route A-Stage 2B-sub 2 Peljesac Peninsula	Alternate Route from Ston to Trstenik. Cycle Sreser to Trstenik.	8.6 km 5.3 mi	190 m 623 ft	188 m 617 ft	167 m 548 ft	
Route A-Stage 2C Peljesac Peninsula	Cycle from Zuljana or Trstenik to Orebic via Dingac Borak through tunnel to Potomje.	26.9 km 16.7 mi	530 m 1739 ft	577 m 1893 ft	344 m 1130 ft	Ferry from Orebic, Peljesac Peninsula to Korcula Town on Korcula Island.
Route A-Stage 3A Korcula Island	Day Ride Korcula Town to Lumbarda/return.	20.2 km 12.5 mi	251 m 823 ft	251 m 823 ft	101 m 331 ft	
Route A-Stage 3B Korcula Island	Cycle Korcula Town to Vela Luka via Smokvica.	57.2 km 35.6 mi	1006 m 3300 ft	1032 m 3386 ft	352 m 1154 ft	

Routes Chart

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route A-Stage 3C Korcula Island	Alternate Route from Korcula Town to Vela Luka via Hwy D118.	44.6 km 27.7 mi	993 m 3258 ft	997 m 3271 ft	506 1660 ft	Ferry from Vela Luke to Split. Ferry from Split to Supetar on Brac Island.
Route A-Stage 4A Brac Island	Day Ride- Supetar to Postira Loop.	19.5 km 12 mi	361 m 1184 ft	361 m 1184 ft	60 m 197 ft	
Route A-Stage 4B Brac Island	Day Ride-Supetar via Sutivan Loop.	36.9 km 23 mi	706 m 2316 ft	714 m 2342 ft	383 m 1256 ft	
Route A-Stage 4C Brac Island	Add Milna Side Trip/Return to Supetar-Sutivan loop.	11.6 km 7.2 mi	283 m 928 ft	283 m 928 ft	169 m 554 ft	
Route A-Stage 4D Brac Island	Day Ride-Supetar-Praznica Loop.	52.7 km 33 mi	1025 m 3363 ft	1025 m 3363 ft	553 m 1814 ft	
Route A-Stage 4E-Brac Island	Cycle Supetar to Bol on Brac Island.	51.4 km 32 mi	1205 m 3953 ft	1177 m 3862 ft	440 m 1444 ft	
Route A-Stage 4F-Brac island	Cycle Bol to Sumartin on Brac Island.	26.7 km 16.6 mi	762 m 2500 ft	762 m 2500 ft	440 m 1440 ft	
Route A-Stage 4G-Brac Island	Cycle Supetar to Sumartin on Brac Island.	49.5 km 30.7 mi	1100m 3609 ft	1098 m 3602 ft	440m 1444 ft	Ferry from Su martin on Brac Island to Makarska on mainland.
Route A-Stage 5A-Mainland	Cycle Makarska to Drvenik on the mainland.	29.2 km 18 mi	645 m 2116 ft	645 m 2116 ft	153 m 502 ft	Ferry from Drvenik to Sucuraj on Hvar Island.
Route A-Stage 6A-Hvar Island	Cycle Sucuraj to Stari Grad on Hvar Island.	62 km 38.5 mi	1272 m 4169 ft	1271 m 4169 ft	346 m 1135 ft	
Route A-Stage 6B-Hvar Island	Day Ride- Stari Grad- to Hvar Town Loop.	38.2 km 23.7 mi	752 m 2467 ft	752 m 2467 ft	387 m 1270 ft	Ferry from Stari Grad on Hvar Island to Split. There is no ferry service between Split and Zadar. Cycle on mainland.
Route A-Stage 7A-Mainland	Cycle Split to Zadar on the mainland.	140 km 87 mi	1471 m 4826 ft	1473 m 4833 ft	448 m 1470 ft	

Routes Chart

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Once in Zadar, there are four options of routes to Rijeka.						
Route A-Option 1 South to north direct linear route that incorporates Pag Island, Rab Island and Krk Island ending in Rijeka.						
Route A-Option 1-Stage 1 complete Pag Island	Zadar to Tovarnele on Pag Island Complete. (Stages 1A+1B+1C)	98.5 km 61.2 mi	1154 m 3787 ft	1086 m 3561 ft	156 m 512 ft	
Route A-Option-1-Stage 1A Pag Island	Cycle from Zadar north over the bridge to Pag Island. Cycle Pag Island north to Miocic Camping in Rtina.	26 km 16.2 mi	313 m 1027 ft	304 m 997 ft	90 m 295 ft	
Route A-Option 1-Stage 1B Pag Island	Cycle Miocic to Novalja on Pag Island.	53.5km 33.3 mi	543 m 1782 ft	558 m 1831 ft	156 m 512 ft	
Route A-Option 1-Stage 1C Pag Island	Cycle Novalja to Tovarnele ferry port on Pag Island.	18.9 km 11.7 mi	298 m 978 ft	223 m 733 ft	130 m 427 ft	Ferry Tovarnele to Rab on Rab Island.
Route A-Option 1-Stage 2A Rab Island	Cycle from Rab on Rab Island to Lopar on Rab Island.	13.8 km 8.6 mi	157 m 517 ft	158 m 518 ft	72 m 236 ft	Ferry from Lopar on Rab Island to Valbiska on Krk Island.
Route A-Option 1-Stage 3 Complete Krk Island	Valbiska on Krk Island to Rijeka Complete. (Stages 3A+3B+3C)	70.9 km 43.9 mi	1476 m 4842 ft	1450 m 4757 ft	181 m 594 ft	
Route A-Option 1-Stage 3A Krk Island	Cycle Valbiska on Krk Island to Krk.	15.5 km 9.6 mi	283 m 928 ft	259 m 850 ft	166 m 544 ft	
Route A-Option 1-Stage 3B Krk Island	Cycle Krk to Njivice on Krk Island.	19.9 km 12.3 mi	299 m 981 ft	292 m 958 ft	163 m 535 ft	
Route A-Option 1-Stage 3C Krk Island	Cycle Njivice to Rijeka.	35.5 km 22 mi	894 m 2933 ft	899 m 2949 ft	181 m 594 ft	End of Option 1

Routes Chart

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route A-Option 2						
South to north indirect clockwise route that incorporates Pag, Rab, Krk, half of Cres and the Istria Peninsula coast.						
Route A-Option 2-Stage 1 Complete Pag Island	Zadar to Tovarnele on Pag Island Complete. (Stages 1A+1B+1C)	98.5 km 61.2 mi	1154 m 3787 ft	1086 m 3561 ft	156 m 512 ft	
Route A-Option-2-Stage 1A-Pag Island	Cycle from Zadar north over the bridge to Pag. Island. Cycle Pag Island north to Miocic.	26 km 16.2 mi	313 m 1027 ft	304 m 997 ft	90 m 295 ft	
Route A-Option 2-Stage 1B-Pag Island	Cycle Miocic to Novalja.	53.5km 33.3 mi	543 m 1782 ft	558 m 1831 ft	165 m 512 ft	
Route A-Option 2-Stage 1C-Pag Island	Cycle Novalja to Tovarnele.	18.9 km 11.7 mi	298 m 978 ft	223 m 733 ft	130 m 427 ft	Ferry from Tovarnele on Pag Island to Rab on Rab Island.
Route A-Option 2-Stage 2A-Rab Island	Cycle from Rab to Lopar ferry port.	13.8 km 8.6 mi	157 m 517 ft	158 m 518 ft	72 m 236 ft	Ferry from Lopar on Rab Island to Valbiska on Krk Island.
Route A-Option 2-Stage 3A-Krk Island	Cycle Valbiska to Krk.	15.5 km 9.6 mi	283 m 928 ft	259 m 850 ft	166 m 544 ft	
Route A-Option 2-Stage 3B-Krk Island	Cycle back from Krk to Valbiska.	15.5 km 9.6 mi	259 m 850 ft	283 m 928 ft	166 m 544 ft	Ferry Valbiska to Merag on Cres Island.
Route A-Option 2-Stage 4 Complete Cres Island	Cycle Merag to Cres to Porozina Complete. (Stages 4A+4B)	41.3 km 25.6 mi	979 m 3212 ft	974 m 3196 ft	433 m 1421 ft	
Route A-Option 2-Stage 4A Cres Island	Cycle Merag to Cres on Cres Island.	14 km 8.7 mi	458 m 1503 ft	458 m 1503 ft	326 m 1070 ft	
Route A-Option 2-Stage 4B Cres Island	Cycle Cres to Porozina on Cres Island.	27.3 km 17 mi	521 m 1708 ft	516 m 1693 ft	433 m 1419 ft	Ferry from Porozina on Cres Island to Brestova on the Istria Peninsula.
Route A-Option 2-Stage 5 Complete Istria Peninsula	Brestova to Rijeka Complete (Stages 5A+5B)	46.4 km 28.8 mi	721 m 2365 ft	728 m 2391 ft	250 m 820 ft	
Route A-Option 2-Stage 5A-Istria Peninsula	Cycle Brestova to Opatija on Istria Peninsula.	33 km 20.5 mi	499 m 1637 ft	507 m 1663 ft	250 m 820 ft	End of Option 2

Routes Chart

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
<p>Route A-Option 3 <i>An indirect route south to north that incorporates Losinj Island, half of Cres Island, Krk Island to Rijeka. Ferry from Zadar to Mali Losinj on Losinj Island. Lodging in Mali Losinj or camp at Poljana, 3 km north.</i></p>						
Route A-Option 3 Stages 1 & 2 Complete Losinj & Cres Islands	Mali Losinj to Veli Losinj to Cres to Merag on Cres Island Complete. (Stages 1A+2A+2B)	82.4 50.7 mi	1412 m 4633 ft	1418 m 4653 ft	333 m 1092 ft	
Route A-Option 3-Stage 1A Losinj Island	Cycle from Mali Losinj or Poljana to Veli Losinj, then north to Nerezine.	31.2 km 19 mi	402 m 1319 ft	395 m 1296 ft	89 m 292 ft	
Route A-Option 3-Stage 2A Cres Island	Cycle Nerezine to Cres.	37.2 km 23 mi	552 m 1811 ft	565 m 1854 ft	333 m 1092 ft	
Route A-Option 3-Stage 2B Cres Island	Cycle Cres to Merag ferry port.	14 km 8.7 mi	458 m 1503 ft	458 m 1503 ft	326 m 1070 ft	Ferry from Merag on Cres Island to Valbiska on Krk Island.
Route A-Option 3-Stage 3 Complete Krk Island	Valbiska on Krk Island to Rijeka Complete. (Stages 3A+3B+3C)	70.9 km 43.9 mi	1476 m 4842 ft	1450 m 4757 ft	181 m 594 ft	
Route A-Option 3-Stage 3A- Krk Island	Cycle Valbiska to Krk on Krk Island.	15.5 km 9.6 mi	283 m 928 ft	259 m 850 ft	166 m 544 ft	
Route A-Option 3-Stage 3B- Krk Island	Cycle Krk to Njivice on Krk Island.	19.9 km 12.3 mi	299 m 981 ft	292 m 958 ft	163 m 535 ft	
Route A-Option 3-Stage 3C- Krk Island	Cycle Njivice to Rijeka.	35.5 km 22 mi	894 m 2933 ft	899 m 2949 ft	181 m 594 ft	End of Option 3

Routes Chart

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
<p>Route A-Option 4 <i>An indirect route that incorporates Losinj Island, all of Cres Island, and the Istria coast to Rijeka. Ferry from Zadar to Mali Losinj on Losinj Island. Lodging in Mali Losinj or camp at Poljana, 3 km north.</i></p>						
Route A-Option 4 Stages 1&2 Complete Losinj & Cres Islands	Mali Losinj or Poljana to Veli Losinj to Porozina on Cres Complete (Stages 1A+2A+2B)	95.7 km 59 mi	1475 m 4838 ft	1476 m 4843 ft	433 m 1419 ft	
Route A-Option 4-Stage 1A Losinj Island	Cycle from Mali Losinj to Veli Losinj, then north to Nerezine.	31.2 km 19 mi	402 m 1319 ft	395 m 1296 ft	89 m 292 ft	
Route A-Option 4-Stage 2A Cres Island	Cycle Nerezine to Cres.	37.2 km 23 mi	552 m 1811 ft	565 m 1854 ft	333 m 1092 ft	
Route A-Option 4-Stage 2B Cres Island	Cycle Cres to Porozina ferry port.	27.3 km 17 mi	521 m 1708 ft	516 m 1693 ft	433 m 1419 ft	Ferry from Porozina on Cres to Brestova on the Istria Peninsula.
Route A-Option 4-Stage 3 Complete Istria Peninsula	Brestova on Istria Peninsula to Rijeka Complete (Stages 3A+3B)	46.4 km 28.8 mi	721 m 2365 ft	728 m 2391 ft	250 m 820 ft	
Route A-Option 4-Stage 3A Istria Peninsula	Cycle Brestova to Opatija on Istria Peninsula.	33 km 20.5 mi	499 m 1637 ft	507 m 1663 ft	250 m 820 ft	
Route A-Option 4-Stage 3B Istria Peninsula	Cycle Opatija to Rijeka.	13.4 km 8.3 mi	222 m 728 ft	221 m 728 ft	64 m 210 ft	End of Option 4
End of Route A						

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route B Rijeka to Dubrovnik North to South	Rijeka/Choice of Krk Island/Rab Island /Pag Island/Istria Peninsula/Cres Island/Losinj Island/to Zadar & Split on the mainland/Brac Island/Hvar Island/Korcula Island/Peljesac Peninsula/Mljet Island/Dubrovnik.					
There are four options cyclists can choose from starting from Rijeka heading south to Zadar						
<i>Route B-Option 1 A north to south direct linear route that incorporates Krk Island, Rab Island, and Pag Island to Zadar.</i>						
Route B-Option 1-Stage 1 Complete To Krk Island	Rijeka to Valbiska on Krk Island Complete (Stages 1A+1B+1C)	70.9 km 43.9 mi	1450 m 4757 ft	1476m 4842 ft	181 m 594 ft	
Route B-Option 1-Stage 1A Krk Island	Cycle Rijeka to Njivice.	35.5 km 22 mi	899 m 2949 ft	894 m 2933 ft	181 m 594 ft	
Route B-Option 1-Stage 1B Krk Island	Cycle Njivice to Krk.	19.9 km 12.3 mi	292 m 958 ft	299 m 981 ft	163 m 535 ft	
Route B-Option 1-Stage 1C Krk Island	Cycle Krk to Valbiska.	15.5 km 9.6 mi	283 m 928 ft	259 m 850 ft	166 m 544 ft	Ferry from Valbiska on Krk Island to Lopar on Rab Island.
Route B-Option 1-Stage 2A Rab Island	Cycle Rab Island from Lopar ferry port to historic town of Rab.	13.8 km 8.6 mi	158 m 518 ft	157 m 517 ft	72 m 236 ft	Ferry from Rab on Rab Island to Tovarnele on Pag Island.
Route B-Option 1-Stage 3 Complete Pag Island	Tovarnele on Pag Island to Zadar Complete (Stages 3A+3B+3C)	98.5 km 61.2 mi	1086 m 3561 ft	1154 m 3787 ft	156 m 512 ft	
Route B-Option 1-Stage 3A Pag Island	Cycle Tovarnele to Novalja.	18.9 km 11.7 mi	223 m 933 ft	298 m 778 ft	130 m 427 ft	
Route B-Option 1-Stage 3B Pag Island	Cycle Novalja to Miocic camping in Rtina.	53.5km 33.3 mi	558 m 1731 ft	543 m 1882 ft	165 m 512 ft	
Route B-Option 1-Stage 3C Pag Island	Cycle Miocic to Zadar on mainland.	26 km 16.2 mi	304 m 997 ft	313m 1027 ft	90 m 295 ft	End f Option 1

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route B-Option 2						
<i>A north to south route incorporating Krk Island, half of Cres Island, Losinj Island and ferry to Zadar.</i>						
Route B-Option 2-Stage 1 Complete Krk Island	Rijeka to Valbiska on Krk Island Complete (Stages 1A+1B+1C)	70.9 km 43.9 mi	1450 m 4757 ft	1476m 4842 ft	181 m 594 ft	
Route B-Option 2-Stage 1A Krk Island	Cycle Rijeka to Njivice on Krk Island.	35.5 km 22 mi	899 m 2949 ft	894 m 2933 ft	181 m 594 ft	
Route B-Option 2-Stage 1B Krk Island	Cycle Njivice to Krk.	19.9 km 12.3 mi	292 m 958 ft	299 m 981 ft	163 m 535 ft	
Route B-Option 2-Stage 1C Krk Island	Cycle Krk to Valbiska.	15.5 km 9.6 mi	283 m 928 ft	259 m 850 ft	166 m 544 ft	Ferry from Valbiska on Krk Island to Merag on Cres Island.
Route B-Option 2-Stage 2 Complete Cres Island	Merag, Cres, Nerezine on Cres Island to Mali Losinj & Veli Losinj on Losinj Island (Stages 2A+2B+3A)	82.4 50.7 mi	1418 m 4653 ft	1412 m 4633 ft	333 m 1092 ft	
Route B-Option 2-Stage 2A Cres Island	Cycle from Merag to Cres on Cres Island.	14 km 8.7 mi	458 m 1503 ft	458 m 1503 ft	326 m 1070 ft	
Route B-Option 2-Stage 2B Cres Island	Cycle Cres on Cres Island to Nerezine on Losinj Island.	37.2 km 23 mi	565 m 1854 ft	552 m 1811 ft	333 m 1092 ft	
Route B-Option 2-Stage 3A Losinj Island	Cycle Nerezine to Camp Poljana or Mali Losinj or Veli Losinj on Losinj Island.	31.2 km 19 mi	395 m 1296 ft	402 m 1319 ft	89 m 292 ft	Ferry Mali Losinj to Zadar. End Option 2.

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route B-Option 3 <i>An indirect, counterclockwise route north to south that incorporates the Istria coast, Cres on Cres Island, Krk on Krk Island, Rab Island and Pag Island to Zadar.</i>						
Route B-Option 3-Stage 1 Complete Istria Peninsula	Rijeka to Brestova ferry port on Istria Peninsula. (Stages 1A+1B)	46.4 km 28.8 mi	728 m 2391 ft	721 m 2365 ft	250 m 820 ft	
Route B-Option 3-Stage 1A Istria Peninsula	Cycle Rijeka to Opatija on Istria Peninsula.	13.4 km 8.3 mi	221 m 728 ft	222 m 728 ft	64 m 210 ft	
Route B-Option 3-Stage 1B Istria Peninsula	Cycle Opatija to Brestova on Istria Peninsula.	33 km 20.5 mi	507 m 1663 ft	499 m 1637 ft	250 m 820 ft	Ferry from Brestova to Porozina on Cres Island.
Route B-Option 3-Stage 2 Complete Cres Island	Porozina to Cres to Merag on Cres Island-Complete (Stages 2A+2B+3A)	41.3 km 25.6 mi	974 m 3196 ft	979 m 3212 ft	433 m 1421 ft	
Route B-Option 3-Stage 2A Cres Island	Cycle Porozina to Cres on Cres Island.	27.3 km 17 mi	516 m 1693 ft	521 m 1708 ft	433 m 1419 ft	
Route B-Option 3-Stage 2B Cres Island	Cycle Cres to Merag on Cres Island.	14 km 8.7 mi	458 m 1503 ft	458 m 1503 ft	326 m 1070 ft	Ferry Merag to Valbiska on Krk Island.
Route B-Option 3-Stage 3A Krk Island	Cycle Valbiska to Krk on Krk Island.	15.5 km 9.6 mi	283 m 928 ft	259 m 850 ft	166 m 544 ft	
Route B-Option 3-Stage 3B Krk Island	Cycle back to Valbiska from Krk.	15.5 km 9.6 mi	259 m 850 ft	283 m 928 ft	166 m 544 ft	Ferry from Valbiska to Lopar on Rab Island.
Route B-Option 3-Stage 4A Rab Island	Cycle Lopar to Rab on Rab Island.	13.8 km 8.6 mi	158 m 518 ft	157 m 517 ft	72 m 236 ft	Ferry from Rab on Rab Island to Tovarnele on Pag Island.
Route B-Option 3-Stage 5-Complete Pag Island to Zadar	Tovarnele on Pag Island to Zadar on mainland-Complete (Stages 5A+5B+5C)	98.5 km 61.2 mi	1086 m 3561 ft	1154 m 3787 ft	156 m 512 ft	
Route B-Option 3-Stage 5A Pag Island	Cycle Tovarnele to Novalja on Pag Island.	18.9 km 11.7 mi	223 m 933 ft	298 m 778 ft	130 m 427 ft	
Route B-Option 3-Stage 5B Pag Island	Cycle Novalja to Miocic Camp in Rtina on Pag Island.	53.5km 33.3 mi	558 m 1731 ft	543 m 1882 ft	165 m 512 ft	
Route B-Option 3-Stage 5C Pag Island	Cycle Miocic to Zadar.	26 km 16.2 mi	304 m 997 ft	313m 1027 ft	90 m 295 ft	End Option 3.

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route B-Option 4 <i>An indirect, counterclockwise route north to south that incorporates the Istria coast, Cres Island, Losinj Island and ferry to Zadar on the mainland.</i>						
Route B-Option 4-Stage 1 Complete Istria Peninsula	Rijeka to Brestova on Istria Peninsula-Complete. (Stages 1A+1B)	46.4 km 28.8 mi	728 m 2391 ft	721 m 2365 ft	250 m 820 ft	
Route B-Option 4-Stage 1A Istria Peninsula	Cycle Rijeka to Opatija on Istria Peninsula.	13.4 km 8.3 mi	221 m 728 ft	222 m 728 ft	64 m 210 ft	
Route B-Option 4-Stage 1B Istria Peninsula	Cycle Opatija to Brestova ferry port on Istria Peninsula.	33 km 20.5 mi	507 m 1663 ft	499 m 1637 ft	250 m 820 ft	Ferry from Brestova on Istria Peninsula to Porozina on Cres Island.
Route B-Option 4-Stage 2 Complete Cres & Losinj Island	Porozina on Cres Island to Mali Losinj on Losinj Island. (Stages 2A+2B+3A)	95.7 km 59 mi	1476 m 4843 ft	1475 m 4838 ft	433 m 1419 ft	
Route B-Option 4-Stage 2A Cres Island	Cycle Porozina to Cres on Cres Island.	27.3 km 17 mi	516 m 1693 ft	521m 1708 ft	433 m 1419 ft	
Route B-Option 4-Stage 2B Cres Island	Cycle Cres to Nerezine on Losinj Island.	37.2 km 23 mi	565 m 1854 ft	552 m 1811 ft	333 m 1092 ft	
Route B-Option 4-Stage 3A Losinj Island	Cycle Nerezine to Camp Poljana or Mali Losinj or Veli Losinj on Losinj Island.	31.2 km 19 mi	395 m 1296 ft	402 m 1319 ft	89 m 292 ft	Ferry from Mali Losinj to Zadar. End Option 4.
Route B-Stage 4A Mainland	Cycle Zadar to Split. There are no ferries for this section.	140 km 87 mi	1473 m 4833 ft	1471 m 4826 ft	448 m 1470 ft	Ferry from Split to Supetar on Brac Island. Many rides on Brac Island.
Route B-Stage 5A Brac Island	Day Ride-Supetar-Postira Loop	19.5 km 12 mi	361 m 1184 ft	361 m 1184 ft	60 m 197 ft	
Route B-Stage 5B Brac Island	Day Ride- Supetar via Sutivan Loop.	36.9 km 23 mi	706 m 2316 ft	714 m 2342 ft	383 m 1256 ft	
Route B-Stage 5C Brac Island	Add Milna Side Trip-(RT)	11.6 km 7.2 mi	283 m 928 ft	283 m 928 ft	169 m 554 ft	
Route A-Stage 5D Brac Island	Day Ride-Supetar to Praznica Loop.	52.7 km 33 mi	1025 m 3363 ft	1025 m 3363 ft	553 m 1814 ft	
Route A-Stage 5E Brac Island	Cycle Supetar to Bol.	51.4 km 32 mi	1205 m 3953 ft	1177 m 3862 ft	440 m 1444 ft	
Route A-Stage 5F Brac island	Cycle Bol to Sumartin.	26.7 km 16.6 mi	762 m 2500 ft	762 m 2500 ft	440 m 1440 ft	
Route A-Stage 5G Brac Island	Cycle Supetar to Sumartin.	49.5 km 30.7 mi	1100m 3609 ft	1098 m 3602 ft	440m 1444 ft	Ferry from Sumartin on Brac Island to Makarska on the mainland.

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route B-Stage 6A Mainland	Cycle mainland from Makarska to Drevnik.	29.2 km 18 mi	645 m 2116 ft	645 m 2116 ft	153 m 502 ft	Ferry from Drevnik on the mainland to Sucuraj on Hvar Island.
Route B-Stage 7A Hvar Island	Cycle Sucuraj ferry port to Stari Grad.	62 km 38.5 mi	1272 m 4169 ft	1271 m 4169 ft	346 m 1135 ft	
Route B-Stage 7B Hvar Island	Cycle Loop: Stari Grad through tunnel to Dubovica to Hvar on Hwy 116. Hvar to Brusje to Selca back to Stari Grad on old hwy.	38.2 km 23.7 mi	752 m 2467 ft	752 m 2467 ft	387 m 1270 ft	Ferry to Korcula Island Options 5 & 6
<p>Route B-Option 5: Ferry from Stari Grad on Hvar Island to Korcula Town on Korcula Island. This ferry only runs on Thursdays and Sundays. Onward ferry to Orebic on Peljesac Peninsula only leaves from Korcula Town, not from Vela Luka. If you want to cycle Korcula Island, Route B-Option 5 Stage 8A is a very scenic loop route we rode without luggage, spending a night in Vela Luka.</p>						
Route B-Option 5-Stage 8A Korcula Island	Korcula Town to Vela Luka and Return a different route to Korcula-complete	106.8 km 66 mi	1970 m 6463 ft	1979 m 6491 ft	513 m 1683 ft	
Route B-Option 5-Stage 8A Korcula Island	Part 1-Korcula Town to Vela Luka via Smokvica.	57.2 km 35.6 mi	1006 m 3300 ft	1032 m 3386 ft	352 m 1154 ft	
Route B-Option 5-Stage 8A Korcula Island	Part 2-Vela Luka-Korcula Town via D118 & Kneza.	49.6 km 30.8 mi	964 m 3163 ft	947 m 3106 ft	513 m 1683 ft	
Route B-Option 5-Stage 8B- Korcula Island	Korcula Town to Lumbarda Day Ride	20.2 km 12.5 mi	251 m 823 ft	251 m 823 ft	101 m 331 ft	
<p>Route B-Option 6 -Ferry from Stari Grad on Hvar Island to Split. Ferry from Split to Vela Luka on Korcula Island. There is no direct bicycle ferry between Hvar and Vela Luka on Korcula Island.</p>						
Route B-Option 6-Stage 8A Korcula Island	Cycle Vela Luka to Korcula Town via Smokvica.	57.2 km 35.6 mi	1032 m 3386 ft	1006 m 3300 ft	352 m 1154 ft	
Route B-Option 6-Stage 8B Korcula Island	Cycle Vela Luka to Korcula Town via hwy D118.	44.6 km 27.7 mi	997 m 3271 ft	993 m 3258 ft	506 1660 ft	

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route B-Option 6-Stage 8C Korcula Island	Cycle Vela Luka to Korcula Town via Hwy D118 & Kneza.	49.6 km 30.8 mi	964 m 3163 ft	947 m 3106 ft	513 m 1683 ft	
Route B-Option 6-Stage 8D Korcula Island	Day trip Korcula to Lumbarda and return.	20.2 km 12.5 mi	251 m 823 ft	251 m 823 ft	101 m 331 ft	Ferry from Korcula Town to Orebic on the Peljesac Peninsula.
Route B-Stage 9 Complete Peljesac Peninsula	Orebic to Ston-or Prapratno Via Zuljana complete. Stages (9A+9B+9C)	70.2 km 43.4 mi	1630 m 5348 ft	1592 m 5223 ft	282 m 925 ft	
Route B-Stage 9A Peljesac Peninsula	Cycle Orebic to Postup, to Donja Banda to Potomje via Highway. Go through tunnel at Potomje and continue to Trstenik on secondary road.	26.9 km 16.7 mi	577 m 1893 ft	530 m 1739 ft	344 m 1130 ft	
Route B-Stage 9B Peljesac Peninsula	Cycle Trstenik to Zuljana to Dubrava on secondary road to Ston. We highly recommend a visit to Ston which is a short cycling distance from Prapratno. Lodging in Ston. Camping in Prapratno.	32.2 km 20 mi	1008 m 3307 ft	1002 m 3287 ft	282 m 925 ft	
Route B-Stage 9C Peljesac Peninsula	Cycle Ston to Prapratno.	4.1 km 2.4 mi	132 m 433 ft	100 m 328 ft	90 295 ft	
Route B-Stage 9B-sub 1 Peljesac Peninsula	Alternate route to Ston: Cycle Trstenik to Sreser.	8.6 km 5.3 mi	188 m 617 ft	190 m 623 ft	167 m 548 ft	
Route A-Stage 9B-sub 2 Peljesac Peninsula	Alternate route to Ston: Cycle Sreser to Ston.	33.9 km 21 mi	490 m 1608 ft	490 m 1608 ft	234 m 768 ft	Ferry from Prapratno to Sobra on Mljet Island. Ferry does not go to Polace on Mljet Island.
Route B-Stage 10A Mljet Island	Cycle Sobra to Polace on Mljet Island.	26.4 km 16.3 mi	1057m 3468 ft	1061 m 3481 ft	251 m 856 ft	
Route B-Stage 10B Mljet Island	Day ride around the lakes of the National Park on Mljet Island.	16.5 km 10.2 mi	231 m 757 ft	239 m 786 ft	82 m 270 ft	Beginning on June 19, there is a car ferry from Sobra and Polace on Mljet Island to Dubrovnik. Ferry from Polace to Dubrovnik.
End of Route B						

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route C Northern Islands & Istria Loop	<p><i>A Clockwise loop route starting and ending in Rijeka that incorporates all the northern islands and a part of the Istria Peninsula.</i></p> <p>Total Distance: 311.5 km (193 mi); Total Ascent: 4732 m (15,525 ft); Total Descent: 4834 m (15,860 ft); Max: 433 m (1419 ft)</p>					
Route C-Stage 1 Complete To Krk Island	Rijeka to Valbiska on Krk Island Complete. (Stages 1A+1B+1C)	70.9 km 43.9 mi	1450 m 4757 ft	1476m 4842 ft	181 m 594 ft	
Route C-Stage 1A Krk Island	Cycle Rijeka to Njivice on Krk Island.	35.5 km 22 mi	899 m 2949 ft	894 m 2933 ft	181 m 594 ft	
Route C-Stage 1B Krk Island	Cycle Njivice to Krk on Krk Island.	19.9 km 12.3 mi	292 m 958 ft	299 m 981 ft	163 m 535 ft	
Route C-Stage 1C Krk Island	Cycle Krk to Valbiska ferry port on Krk Island.	15.5 km 9.6 mi	283 m 928 ft	259 m 850 ft	166 m 544 ft	Ferry from Valbiska on Krk Island to Lopar on Rab Island.
Route C-Stage 2A Rab Island	Cycle Rab Island from Lopar to Rab.	13.8 km 8.6 mi	158 m 518 ft	157 m 517 ft	72 m 236 ft	Ferry from Rab to Tovarnele on Pag Island.
Route C-Stage 3 Complete Pag Island	Tovarnele on Pag Island to Zadar on the mainland Complete. (Stages 3A+3B+3C)	98.5 km 61.2 mi	1086 m 3561 ft	1154 m 3787 ft	156 m 512 ft	
Route C-Stage 3A Pag Island	Cycle Tovarnele to Novalja on Pag Island.	18.9 km 11.7 mi	223 m 933 ft	298 m 778 ft	130 m 427 ft	
Route C-Stage 3B Pag Island	Cycle Novalja to Miocic Camp in Rtina.	53.5km 33.3 mi	558 m 1731 ft	543 m 1882 ft	165 m 512 ft	

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route C-Stage 3C Pag Island	Cycle Miocic over the bridge to Zadar on mainland.	26 km 16.2 mi	304 m 997 ft	313m 1027 ft	90 m 295 ft	Ferry from Zadar to Mali Losinj on Losinj Island. (7 hour ferry only 2 days a week.)
Route C-Stage 4&5 Complete Losinj Island	Mali Losinj to Veli Losinj to Porozina on Cres Island Complete (Stages 4A+5A+5B)	95.7 km 59 mi	1475 m 4838 ft	1476 m 4843 ft	433 m 1419 ft	
Route C-Stage 4A Losinj Island	Cycle from Mali Losinj or Poljana to Veli Losinj, then north to Nerezine.	31.2 km 19 mi	402 m 1319 ft	395 m 1296 ft	89 m 292 ft	
Route C-Stage 5A Cres Island	Cycle Nerezine over the bridge to Cres on Cres Island.	37.2 km 23 mi	552 m 1811 ft	565 m 1854 ft	333 m 1092 ft	
Route C-Stage 5B-Cres Island	Cycle Cres to Porozina ferry port on Cres Island.	27.3 km 17 mi	521 m 1708 ft	516 m 1693 ft	433 m 1419 ft	Ferry from Porozina on Cres Island to Brestova on Istria Peninsula.
Route C-Stage 6 Complete Istria Peninsula	Brestova to Rijeka on Istria Peninsula Complete (Stages 6A+6B)	46.4 km 28.8 mi	721 m 2365 ft	728 m 2391 ft	250 m 820 ft	
Route C-Stage 6A Istria Peninsula	Cycle Brestova to Opatija on Istria Peninsula.	33 km 20.5 mi	499 m 1637 ft	507 m 1663 ft	250 m 820 ft	
Route C-Stage 6B Istria Peninsula	Cycle Opatija to Rijeka.	13.4 km 8.3 mi	222 m 728 ft	221 m 728 ft	64 m 210 ft	End Northern Islands Loop.
Note: The Rijeka Airport is on Krk Island making a start from there equally attractive.						

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route D Istria Loop	<p><i>Rijeka, Krk, Cres, Istria Inland, Koper Slovenia, Istria Perimeter, Rijeka.</i> <i>This is a fabulous loop taking in an inland mountain route that visits famous historic mountain towns as well as the entire perimeter of the Istria Peninsula. If planning to cycle Slovenia, Italy, or more northern countries as well as Croatia, take the Istria Perimeter route or the inland mountain route and keep going!</i> <i>Note: The Rijeka Airport is on Krk Island making a start from there equally interesting.</i> Total Distance: 5856 km (357.5 mi); Total Ascent: 8894 m (29,180 ft); Total Descent: 8920 m (29,265 ft); Max: 452 m (1483 ft)</p>					
Slovenia and Return						
Route D-Stage 1 Complete Rijeka to Krk Island	Rijeka to Valbiska on Krk Island Complete. (Stages 1A+1B+1C)	70.9 km 43.9 mi	1450 m 4757 ft	1476m 4842 ft	181 m 594 ft	
Route D-Stage 1A Krk Island	Cycle Rijeka to Njivice on Krk Island.	35.5 km 22 mi	899 m 2949 ft	894 m 2933 ft	181 m 594 ft	
Route D-Stage 1B Krk Island	Cycle Njivice to Krk.	19.9 km 12.3 mi	292 m 958 ft	299 m 981 ft	163 m 535 ft	
Route D-Stage 1C Krk Island	Cycle Krk to Valbiska ferry port on Krk Island.	15.5 km 9.6 mi	283 m 928 ft	259 m 850 ft	166 m 544 ft	Ferry from Valbiska on Krk to Merag on Cres Island.
Route D-Stage 2 Complete Cres Island	Merag to Cres to Porozina ferry port on Cres. (Stages 2A+2B)	41.3 km 25.6 mi	979 m 3212 ft	974 m 3196 ft	433 m 1421 ft	
Route D-Stage 2A Cres Island	Cycle Merag to Cres on Cres Island.	14 km 8.7 mi	458 m 1503 ft	458 m 1503 ft	326 m 1070 ft	
Route D-Stage 2B Cres Island	Cycle Cres to Porozina ferry port on Cres Island.	27.3 km 17 mi	521 m 1708 ft	516 m 1693 ft	433 m 1419 ft	Ferry from Porozina on Cres Island to Brestova on Istria Peninsula.
Route D-Stage 3 Complete Istria Peninsula & Slovenia	Brestova Croatia to Osp Slovenia Complete (Stages 3A+3B+3C)	100 km 62 mi	2484 m 8149 ft	2458 m 8064 ft	452 m 1483 ft	
Route D-Stage 3A Istria Peninsula	Cycle Brestova to Pazin on Istria Peninsula.	37.7 km 23.4 mi	1130 m 3707 ft	870 m 2854 ft	452 m 1483 ft	

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route D-Stage 3B Istria Peninsula	Cycle Pazin to Motovun on Istria Peninsula.	18.8 km 11.7 mi	371 m 1217 ft	478 m 1568 ft	368 m 1207 ft	
Route D-Stage 3C Istria Peninsula	Cycle Motovun on Istria Peninsula to Osp, Slovenia.	43.1 km 27 mi	981 m 3218 ft	1102 m 3615 ft	320 m 1049 ft	
Route D-Stage 4 Complete Slovenia	Osp-Umag Croatia Complete. (Stages 4A+4B)	51.5 km 32 mi	846 m 2775 ft	878 m 2880 ft	199 m 653 ft	
Route D-Stage 4A Slovenia	Cycle Osp to Portoroz (Cycle Scenic Slovenia, another of our guides, covers rides all around Slovenia.)	31.9 km 19.8 mi	629 m 2064 ft	662 m 2172 ft	199 m 653 ft	
Route D-Stage -4B Slovenia	Cycle Portoroz to Umag Croatia.	19.4 km 12 mi	217 m 712 ft	216 m 709 ft	116 m 381 ft	
Route D-Stage 5 Complete Istria Peninsula	Umag around the perimeter of the Istria Peninsula to Rijeka Complete. (Stages 5A+5B+5C+5D+5E+5F)	251 km 156 mi	3135 m 10,285 ft	3134 m 10282 ft	278 m 912 ft	
Route D-Stage 5A Istria Peninsula	Cycle Umag to Porec on the Istria Peninsula.	39.3 km 24.4 mi	370 m 1214 ft	372 m 1220 ft	99 m 325 ft	
Route D-Stage 5B Istria Peninsula	Cycle Porec to Rovinj.	39.1 km 24 mi	614 m 2014 ft	607 m 1991 ft	176 m 577 ft	
Route D-Stage 5C Istria Peninsula	Cycle Rovinj to Medulin.	46.4 km 28.8 mi	439 m 1440 ft	450 m 1476 ft	141 m 463 ft	
Route D-Stage 5D Istria Peninsula	Cycle Medulin to Rabac via Labin.	59.7 km 37 mi	803 m 2635 ft	822 m 2697 ft	278 m 912 ft	
Route D-Stage 5E Istria Peninsula	Cycle Rabac to Opatija.	49.9 m 31 mi	703 m 2306 ft	716 m 2349 ft	267 m 876 ft	
Route D-Stage 5F Istria Peninsula	Cycle Opatija to Rijeka.	13.4 km 8.3 mi	222 m 728 ft	221 m 728 ft	64 m 210 ft	End of Istria to Slovenia Tour

Route Name	Details	Distance	Ascent	Descent	Max	Ferry
Route E One or two weeks Brac Island	Readily accessible from Split, Brac Island could easily make a week or more holiday cycling tour. Stay in Supetar and cycle a loop or two. or Cycle to several of the charming ports and stay at each one on our Brac Island Hotspots Tour.					
Route E-Stage 1A Brac Island	Cycle Supetar to Postira Loop.	19.5 km 12 mi	361 m 1184 ft	361 m 1184 ft	60 m 197 ft	
Route E-Stage 1B Brac Island	Cycle Supetar via Sutivan Loop.	36.9 km 23 mi	706 m 2316 ft	714 m 2342 ft	383 m 1256 ft	
Route E-Stage 1C Brac Island	Add the Milna Side Trip to the Sutivan Loop. (RT)	11.6 km 7.2 mi	283 m 928 ft	283 m 928 ft	169 m 554 ft	
Route E-Stage 1D Brac Island	Cycle Supetar to Praznica Loop.	52.7 km 33 mi	1025 m 3363 ft	1025 m 3363 ft	553 m 1814 ft	
Route E-Stage 1E Brac Island	Cycle Supetar to Bol/stay a few days	51.4 km 32 mi	1205 m 3953 ft	1177 m 3862 ft	440 m 1444 ft	
Route E-Stage 2 Complete	Brac Island Hotspots Tour Complete	169 km 105 mi	4496 m 14,750 ft	4492 m 14,737 ft	579 m 1899 ft	
Route E-Stage 2A Brac Island	Cycle Supetar to Sutivan.	8.3 km 5 mi	134 m 440 ft	134 m 440 ft	63 m 207 m	
Route E-Stage 2B Brac Island	Cycle Sutivan to Milna.	12.6 km 7.8 mi	361 m 1184 ft	357 m 1171 ft	174 m 571 ft	
Route E-Stage 2C Brac Island	Cycle Milna to Bol via Praznica.	43.2 km 26.8 mi	1106 m 3629 ft	1106 m 3629 ft	579 m 1899 ft	
Route E-Stage 2C Alternate Brac Island	Cycle Milna to Bol via Obsrje.	40.3 km 25 mi	1308 m 4291 ft	1308 m 4291 ft	603 m 1978 ft	
Route E-Stage 2D Brac Island	Bol Day Ride to Beaches.	11.2 km 6.9 mi	251 m 823 ft	251 m 823 ft	81 m 266 ft	
Route E-Stage 2E Brac Island	Cycle Bol to Sumartin.	28.7 km 17.8 mi	769 m 2522 ft	769 m 2522 ft	441 m 1447 ft	
Route E-Stage 2F Brac Island	Cycle Sumartin to Pucisca.	25.3 km 15.7 mi	567 m 1860 ft	567 m 1860 ft	425 m 1394 ft	
Route E-Stage 2G Brac Island	Cycle Pucisca to Supetar.	25.6 km 16 mi	718 m 2356 ft	726 m 2382 ft	156 m 512 ft	End Island Hotspots Tour.

Routes Explained in Summary Format

Route A-Dubrovnik to Rijeka-South to North

Incorporates Dubrovnik/Mljet Island/Peljesac Peninsula/Korcula Island/Split/Brac Island/Makarska Coast/Hvar Island/Split to Zadar on mainland/choice of Pag Island/Rab Island/ Krk Island/or Losinj Island/Cres Island/Istria Peninsula/Rijeka.

1. Ferry from Dubrovnik to Polace, Mljet Island. This ferry only runs after June 19 at the time of this writing.

- a. Route A-Stage 1A-Mljet Island-Day ride around the lakes in the National Park Mljet near Polace.
- b. Route A-Stage 1B-Mljet Island-Cycle Polace to Sobra.

2. Ferry Sobra to Prapatno on Peljesac Peninsula. There is no ferry from Polace to Prapatno.

- a. Route A-Stage 2 Complete-Prapatno-Ston-Orebic via Zuljana.
- b. Route A-Stage 2A-Peljesac Peninsula-Camp in Prapatno or cycle to Ston and secure lodging.
- c. Route A-Stage 2B-Peljesac Peninsula-Cycle from Ston or Prapatno to Zuljana (camping) or Trstenik (lodging) via Dubrava.
- d. Alternate Route: Route A-Stage 2B-sub 1- Peljesac Peninsula-Cycle Ston to Sreser
- e. Alternate Route-Route A-Stage 2B-sub 2- Peljesac Peninsula-Sreser to Trstenik.
- f. Route A-Stage 2C- Peljesac Peninsula-Cycle from Zuljana or Trstenik to Orebic via Dingac Borak through tunnel to Potomje.

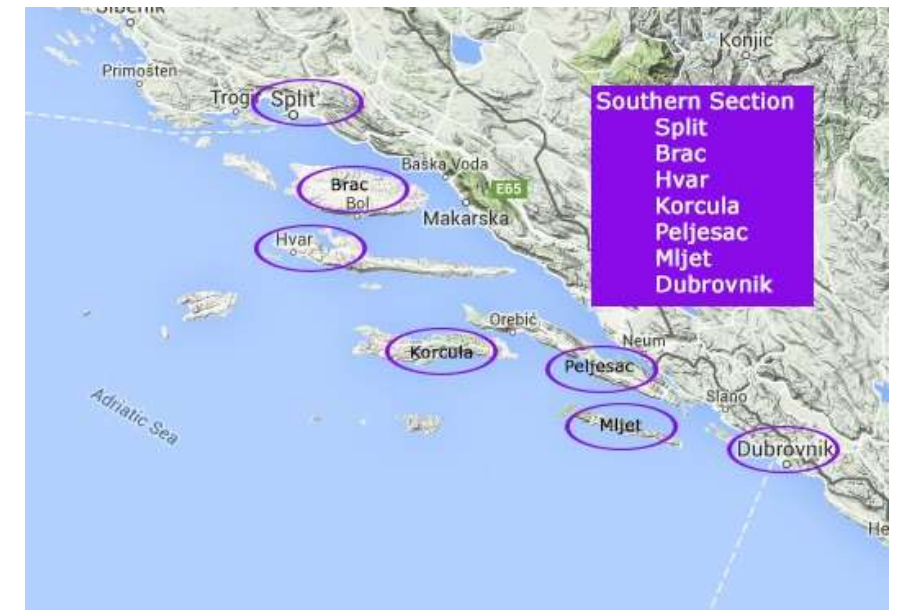
3. Ferry from Orebic, Peljesac Peninsula to Korcula Town on Korcula Island.

4. From Korcula Island ferry routes to Hvar and Brac Islands are not linear. Bicycle ferries from Korcula Town go to Stari Grad on Hvar Island or to Split. Bicycle ferries from Vela Luka only go to Split. Bicycle ferries do not go from Hvar Island to Brac Island. All ferries go to Split first and return to Hvar or Brac. There are 3 choices available for getting off Korcula Island in a northbound direction. Choice #C is the most logical because of the ferry routes.

- a. Ferry from Vela Luka on Korcula Island to Split/ Ferry from Split to Stari Grad on Hvar Island. Cycle Hvar Island./ Ferry from Stari Grad on Hvar Island back to Split./ Ferry from Split to Supetar on Brac Island./Cycle Brac Island./Ferry from Supetar on Brac Island back to Split again.*
- b. Cycle Korcula to Vela Luka and back to Korcula./ Ferry from Korcula Town to Stari Grad on Hvar Island . As of this writing, this ferry ran only Thursdays and Sundays./ Cycle Hvar Island./ Ferry from Stari Grad on Hvar Island to Split./ Ferry from Split to Supetar on Brac, Island./Cycle Brac Island. /Ferry from Supetar on Brac Island back to Split again.*
- c. **Ferry from Vela Luka on Korcula Island to Split./Ferry from Split to Supetar on Brac Island./Cycle Brac Island's many routes finishing in Sumartin. / Ferry from Sumartin on Brac Island to Makarska on mainland./ Cycle Makarska to Drevnik on coastal Highway 8. /Ferry from Drevnik to Sucuraj on Hvar Island. /Cycle from Sucuraj to Jelsa to Stari Grad on Hvar. /Cycle day rides on Hvar Island using Stari Grad as a base./ Ferry from Stari Grad on Hvar Island to Split.***

5. Once you have decided on the northbound route after Korcula Island, pick the appropriate routes for cycling Korcula Island from the choices below.

- a. Route A-Stage 3A-Korcula Island-Day Ride Korcula Town to Lumbarda.



- b. Route A-Stage 3B-Cycle Korcula Town to Vela Luka via Smokvica.
- c. Route A-Stage 3C-Cycle Korcula Town to Vela Luka via Highway D118.
- d. Route A-Stage 3D-Complete-Cycle Korcula Town to Vela Luka Loop Return.
 - i. Route A-Stage 3D-Part 1 is the same as Route A-Stage 3B.
 - ii. Route A-Stage 3D-Part 2-Return via Hwy D118 and Kneza.

6. This book follows the route C choice going from Korcula Island to Split to Supetar on Brac Island. There are many rides on Brac.

- a. Route A-Stage 4A-Supetar-Postira Loop.
- b. Route A-Stage 4B-Brac Island- Supetar via Sutivan Loop
- c. Route A-Stage 4C-Brac Island-Milna Side Trip
- d. Route A-Stage 4D-Brac Island-Supetar-Praznica Loop-complete.
- e. Route A-Stage 4E-Brac Island-Supetar-Bol Complete.
- f. Route A-Stage 4F-Brac island-Bol-Sumartin Complete.
- g. Route A-Stage 4G-Brac Island-Supetar-Sumartin Complete.

7. Ferry from Sumartin on Brac Island to Makarska on mainland.

- a. Route A-Stage 5A-Mainland- Cycle Makarska to Drvenik.

8. Ferry from Drvenik to Sucuraj on Hvar Island.

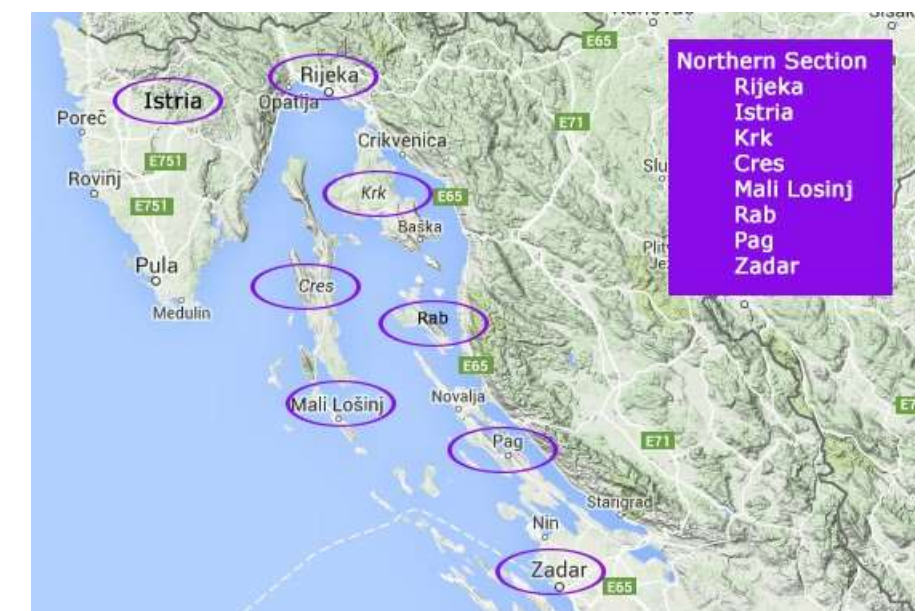
- a. Route A-Stage 6A-Hvar Island-Sucuraj to Stari Grad.
- b. Route A-Stage 6B-Hvar Island-Stari Grad- to Hvar Town Loop.

9. Ferry from Stari Grad on Hvar Island to Split. There is no ferry service between Split and Zadar. Cyclists must ride on the mainland.

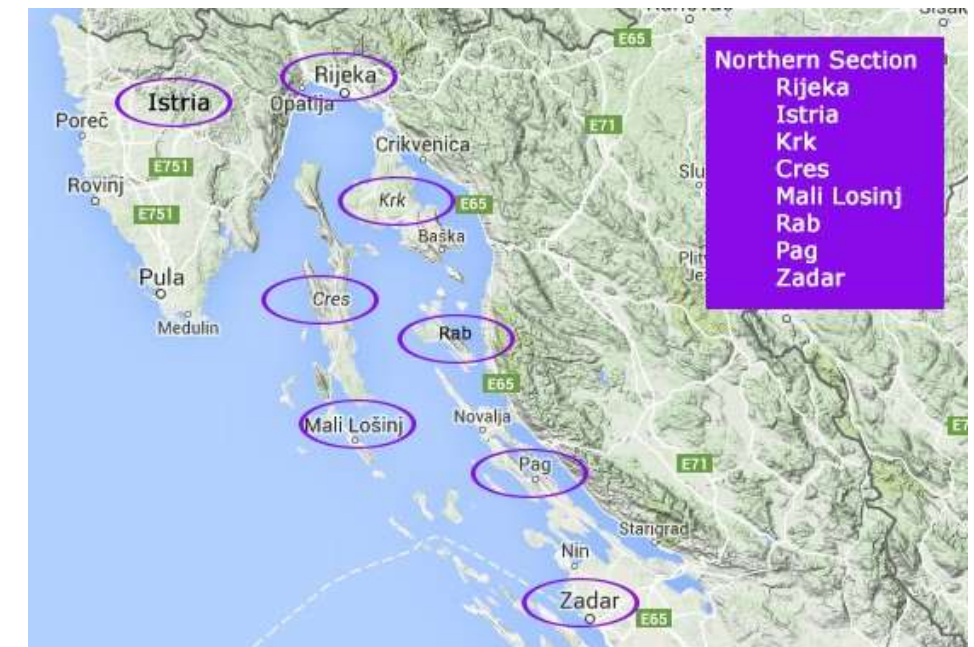
- a. Route A-Stage 7A-Mainland-Split to Zadar.

10. Once in Zadar, there are four choices of routes to Rijeka.

- 11. Route A-Option 1-South to north direct linear route that incorporates Pag Island, Rab Island and Krk Island ending in Rijeka.
 - a. Route A-Option 1-Stage 1 complete--Zadar to Tovarnele on Pag Island
 - b. Route A-Option-1-Stage 1A-Pag Island-Cycle from Zadar north over the bridge to Pag Island. Cycle Pag Island north to Miocic.
 - c. Route A-Option 1-Stage 1B-Pag Island-Cycle Miocic to Novalja.
 - d. Route A-Option 1-Stage 1C-Pag Island-Cycle Novalja to Tovarnele.
 - e. **Ferry from Tovarnele on Pag Island to Rab on Rab Island.**
 - f. Route A-Option 1-Stage 2A-Cycle from Rab on Rab Island to Lopar on Rab Island.
 - g. **Ferry from Lopar on Rab Island to Valbiska on Krk Island.**
 - h. Route A-Option 1-Stage 3-Krk Island Complete-Valbiska to Rijeka

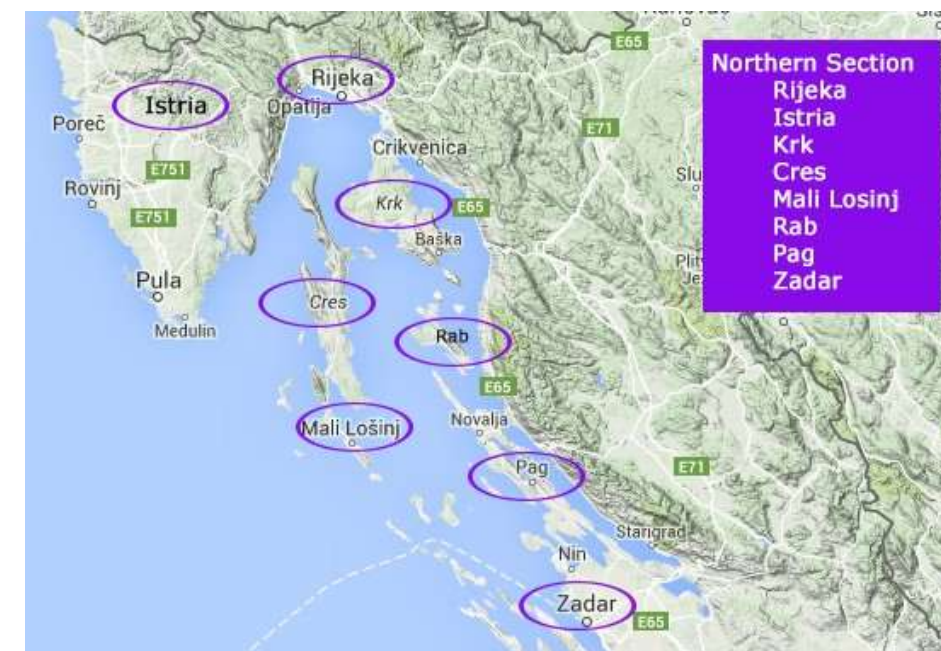


- i. Route A-Option 1-Stage 3A-Krk Island-Cycle Valbiska to Krk.
 - j. Route A-Option 1-Stage 3B-Krk Island-Cycle Krk to Njivice.
 - k. Route A-Option 1-Stage 3C-Krk Island-Cycle Njivice to Rijeka.
12. Route A-Option 2- South to north indirect clockwise route that incorporates Pag, Rab, Krk, half of Cres and the Istria Peninsula coast.
- a. Route A-Option 2-Stage 1 Complete-Zadar to Tovarnele on Pag Island.
 - b. Route A-Option-2-Stage 1A-Pag Island-Cycle from Zadar north over the bridge to Pag. Island. Cycle Pag Island north to Miocic.
 - c. Route A-Option 2-Stage 1B-Pag Island-Cycle Miocic to Novalja.
 - d. Route A-Option 2-Stage 1C-Pag Island-Cycle Novalja to Tovarnele.
 - e. Ferry from Tovarnele on Pag Island to Rab on Rab Island.*
 - f. Route A-Option 2-Stage 2A-Rab Island-Cycle from Rab to Lopar.
 - g. Ferry from Lopar on Rab Island to Valbiska on Krk Island.*
 - h. Route A-Option 2-Stage 3A-Krk Island-Cycle Valbiska to Krk.
 - i. Route A-Option 2-Stage 3B-Krk Island-Cycle back from Krk to Valbiska.
 - j. Ferry Valbiska to Merag on Cres Island.*
 - k. Route A-Option 2-Stage 4 Complete-Cres Island-Merag to Cres to Porozina.
 - l. Route A-Option 2-Stage 4A-Cres Island-Cycle Merag to Cres.
 - m. Route A-Option 2-Stage 4B-Cres Island-Cycle Cres to Porozina.
 - n. Ferry from Porozina on Cres Island to Brestova on the Istria Peninsula.*
 - o. Route A-Option 2-Stage 5 Complete-Brestova to Rijeka.
 - p. Route A-Option 2-Stage 5A-Istria Peninsula-Cycle Brestova to Opatija.
 - q. Route A-Option 2-Stage 5B-Istria Peninsula-Cycle Opatija to Rijeka.
13. Route A-Option 3-An indirect route south to north that incorporates Losinj Island, half of Cres Island, Krk Island to Rijeka.
- a. Ferry from Zadar to Mali Losinj on Losinj Island. Lodging in Mali Losinj or camp at Poljana, 3 km north.*
 - b. Route A-Option 3-Stages 1 & 2 Complete-Mali Losinj to Veli Losinj to Merag.
 - c. Route A-Option 3-Stage 1A-Losinj Island-Cycle from Mali Losinj or Poljana to Veli Losinj, then north to Nerezine.
 - d. Route A-Option 3-Stage 2A-Cres Island-Cycle Nerezine to Cres.
 - e. Route A-Option 3-Stage 2B-Cres Island-Cycle Cres to Merag.
 - f. Ferry from Merag to Valbiska on Krk Island.*
 - g. Route A-Option 3-Stage 3 Complete-Valbiska to Rijeka.
 - h. Route A-Option 3-Stage 3A-Krk Island-Cycle Valbiska to Krk.
 - i. Route A-Option 3-Stage 3B-Krk Island-Cycle Krk to Njivice.
 - j. Route A-Option 3-Stage 3C-Krk Island-Cycle Njivice to Rijeka.



14. Route A-Option 4-An indirect route south to north that incorporates Losinj Island, all of Cres Island, and the Istria coast to Rijeka.

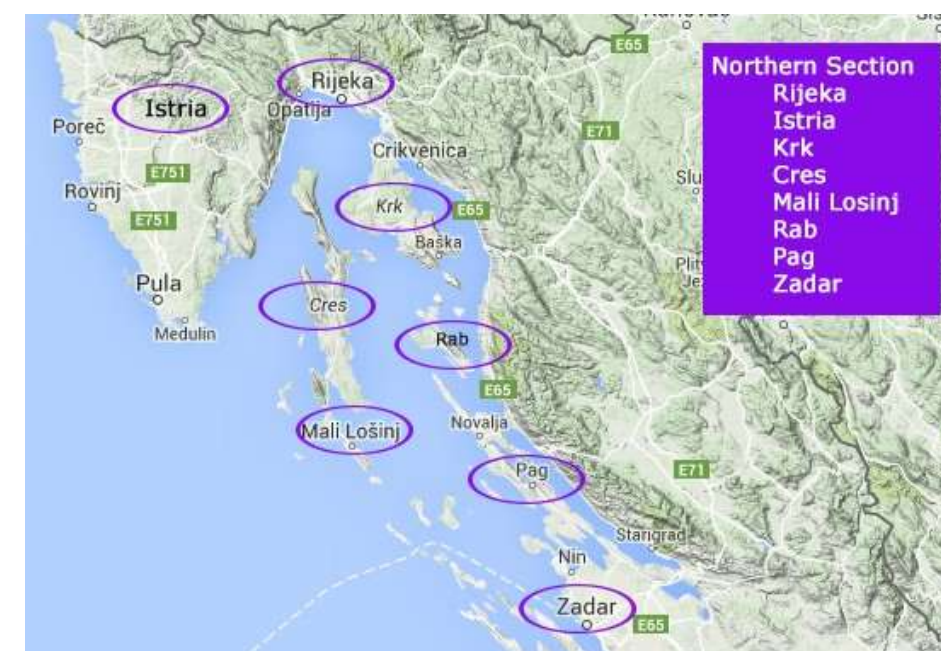
- a. *Ferry from Zadar to Mali Losinj on Losinj Island. Lodging in Mali Losinj or camp at Poljana, 3 km north.*
- b. Route A-Option 4-Stages 1&2 Complete-Mali Losinj or Poljana to Veli Losinj to Porozina on Cres.
- c. Route A-Option 4-Stage 1A-Losinj Island-Cycle from Mali Losinj or Poljana to Veli Losinj, then north to Nerezine.
- d. Route A-Option 4-Stage 2A-Cres Island-Cycle Nerezine to Cres.
- e. Route A-Option 4-Stage 2B-Cres Island-Cycle Cres to Porozina.
- f. *Ferry from Porozina on Cres Island to Brestova on the Istria Peninsula.*
- g. Route A-Option 4-Stage 3 Complete-Istria Peninsula-Brestova to Rijeka.
- h. Route A-Option 4-Stage 3A-Istria Peninsula-Cycle Brestova to Opatija.
- i. Route A-Option 4-Stage 3B-Istria Peninsula-Cycle Opatija to Rijeka.



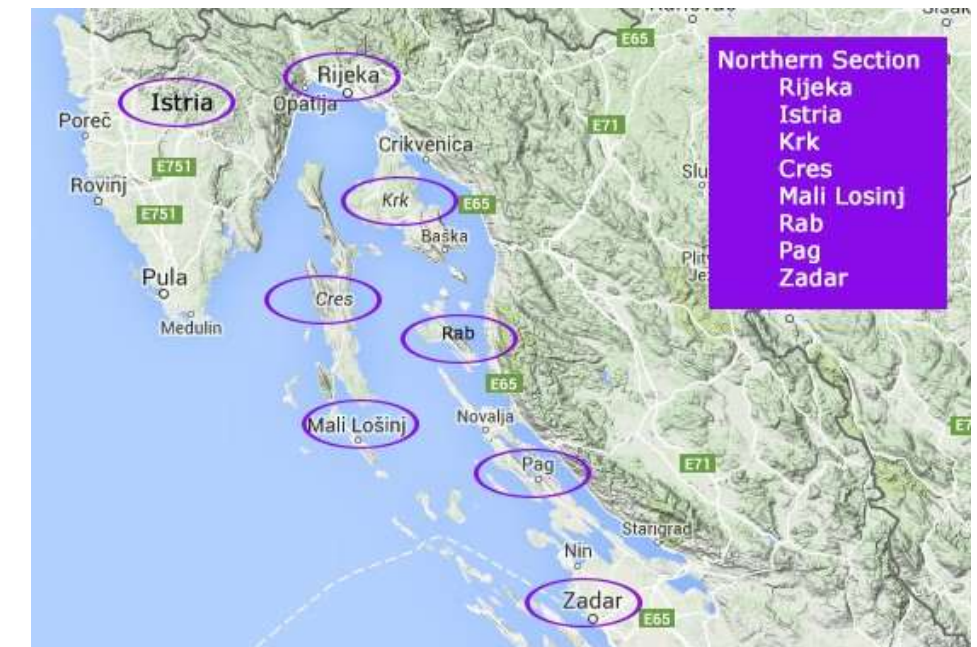
Route B-Rijeka to Dubrovnik -north to south

Rijeka is the principle transportation hub for the northern Islands. The city is the northernmost point of the Croatian Islands possible routes. There are four routes cyclists can make starting from Rijeka heading south to Zadar and then continuing to Dubrovnik.

1. Route B-Option 1: A north to south direct linear route that incorporates Krk Island, Rab Island, and Pag Island to Zadar.
 - a) Route B-Option 1-Stage 1 Complete-Rijeka to Valbiska.
 - b) Route B-Option 1-Stage 1A-Krk Island-Cycle Rijeka to Njivice on Krk Island.
 - c) Route B-Option 1-Stage 1B-Krk Island-Cycle Njivice to Krk.
 - d) Route B-Option 1-Stage 1C-Krk Island-Cycle Krk to Valbiska.
 - e) *Ferry from Valbiska on Krk Island to Lopar on Rab Island.*
 - f) Route B-Option 1-Stage 2A-Cycle Rab Island from Lopar to the historic town of Rab.
 - g) *Ferry from Rab on Rab Island to Tovarnele on Pag Island.*
 - h) Route B-Option 1-Stage 3 Complete-Tovarnele to Zadar.
 - i) Route B-Option 1-Stage 3A-Pag Island-Cycle Tovarnele to Novalja.
 - j) Route B-Option 1-Stage 3B-Pag Island-Cycle Novalja to Miocic.
 - k) Route B-Option 1-Stage 3C-Pag Island-Cycle Miocic to Zadar on mainland.
2. Route B-Option 2-A north to south route incorporating Krk Island, half of Cres Island, Losinj Island and ferry to Zadar.
 - a) Route B-Option 2-Stage 1 Complete-Rijeka to Valbiska.
 - b) Route B-Option 2-Stage 1A-Krk Island-Cycle Rijeka to Njivice on Krk Island.
 - c) Route B-Option 2-Stage 1B-Krk Island-Cycle Njivice to Krk.



- d) Route B-Option 2-Stage 1C-Krk Island-Cycle Krk to Valbiska.
 - e) *Ferry from Valbiska on Krk Island to Merag on Cres Island.*
 - f) Route B-Option 2-Stage 2 Complete-Merag, Cres, Nerezine, Mali Losinj.
 - g) Route B-Option 2-Stage 2A- Cres Island-Cycle from Merag to Cres.
 - h) Route B-Option 2-Stage 2B- Cres Island-Cycle Cres to Nerezine on Losinj Island.
 - i) Route B-Option 2-Stage 3A-Losinj Island-Cycle Nerezine to Camp Poljana or Mali Losinj or Veli Losinj.
 - j) *Ferry from Mali Losinj to Zadar*
3. Route B-Option 3-An indirect, counterclockwise route north to south that incorporates the Istria coast, Cres on Cres Island, Krk on Krk Island, Rab Island and Pag Island to Zadar.
- a) Route B-Option 3-Stage 1 Complete-Rijeka to Brestova.
 - b) Route B-Option 3-Stage 1A-Istria Peninsula-Cycle Rijeka to Opatija.
 - c) Route B-Option 3-Stage 1B-Istria Peninsula-Cycle Opatija to Brestova.
 - d) *Ferry Brestova to Porozina on Cres Island.*
 - e) Route B-Option 3-Stage 2-Complete. Porozina to Cres to Merag.
 - f) Route B-Option 3-Stage 2A-Cres Island-Cycle Porozina to Cres.
 - g) Route B-Option 3-Stage 2B-Cres Island-Cycle Cres to Merag on Cres Island.
 - h) *Ferry Merag to Valbiska on Krk Island.*
 - i) Route B-Option 3-Stage 3A-Krk Island-Cycle Valbiska to Krk.
 - j) Route B-Option 3-Stage 3B-Krk Island-Cycle back to Valbiska from Krk.
 - k) *Ferry from Valbiska to Lopar on Rab Island.*
 - l) Route B-Option 3-Stage 4A-Rab Island-Cycle Lopar to Rab.
 - m) *Ferry Rab to Tovarnele on Pag Island.*
 - n) Route B-Option 3-Stage 5-Complete-Pag Island-Tovarnele to Zadar
 - o) Route B-Option 3-Stage 5A-Pag Island-Cycle Tovarnele to Novalja.
 - p) Route B-Option 3-Stage 5B-Pag Island-Cycle Novalja to Miocic.
 - q) Route B-Option 3-Stage 5C-Pag Island-Cycle Miocic to Zadar.
4. Route B-Option 4: An indirect, counterclockwise route north to south that incorporates the Istria coast, Cres Island, Losinj Island and ferry to Zadar on the mainland.
- a) Route B-Option 4-Complete-(Stages 1A+1B) Istria Peninsula-Rijeka to Brestova.
 - b) Route B-Option 4-Stage 1A-Istria Peninsula-Cycle Rijeka to Opatija.
 - c) Route B-Option 4-Stage 1B-Istria Peninsula-Cycle Opatija to Brestova.
 - d) *Ferry from Brestova on Istria Peninsula to Porozina on Cres Island.*
 - e) Route B-Option 4-Stage 2 Complete-(2A+2B+3A) Porozina on Cres Island to Mali Losinj on Losinj Island.
 - f) Route B-Option 4-Stage 2A-Cres Island-Cycle Porozina to Cres on Cres Island.



- g) Route B-Option 4-Stage 2B-Cres Island-Cycle Cres to Nerezine on Losinj Island.
 - h) Route B-Option 4-Stage 3A-Losinj Island-Cycle Nerezine to Camp Poljana or Mali Losinj or Veli Losinj.
 - i) *Ferry from Mali Losinj to Zadar*
5. Route B-Stage 4A-Mainland-Cycle Zadar to Split. There are no ferries for this section.

Ferry from Split to Supetar on Brac Island. Many rides on Brac Island.

- a) Route B-Stage 5A-Supetar-Postira Loop.
- b) Route B-Stage 5B-Brac Island- Supetar via Sutivan Loop.
- c) Route B-Stage 5C-Brac Island- Milna Side Trip.
- d) Route B-Stage 5D-Brac Island-Supetar-Praznica Loop.
- e) Route B-Stage 5E-Brac Island-Supetar-Bol Complete.
- f) Route B-Stage 5F-Brac island-Bol-Sumartin Complete.
- g) Route B-Stage 5G-Brac Island-Supetar-Sumartin Complete.

6. Ferry from Sumartin on Brac Island to Makarska on the mainland.

- 7. Route B-Stage 6A-Mainland-Cycle mainland from Makarska to Drevnik.

8. Ferry from Drevnik on the mainland to Sucuraj on Hvar Island.

- a) Route B-Stage 7A-Hvar Island-Cycle Sucuraj to Stari Grad.
- b) Route B-Stage 7B-Hvar Island-Cycle Loop: Stari Grad through tunnel to Dubovica to Hvar on Hwy 116. Hvar to Brusje to Selca to Stari Grad on old hwy.

9. Ferry to Korcula Island- 2 Options:

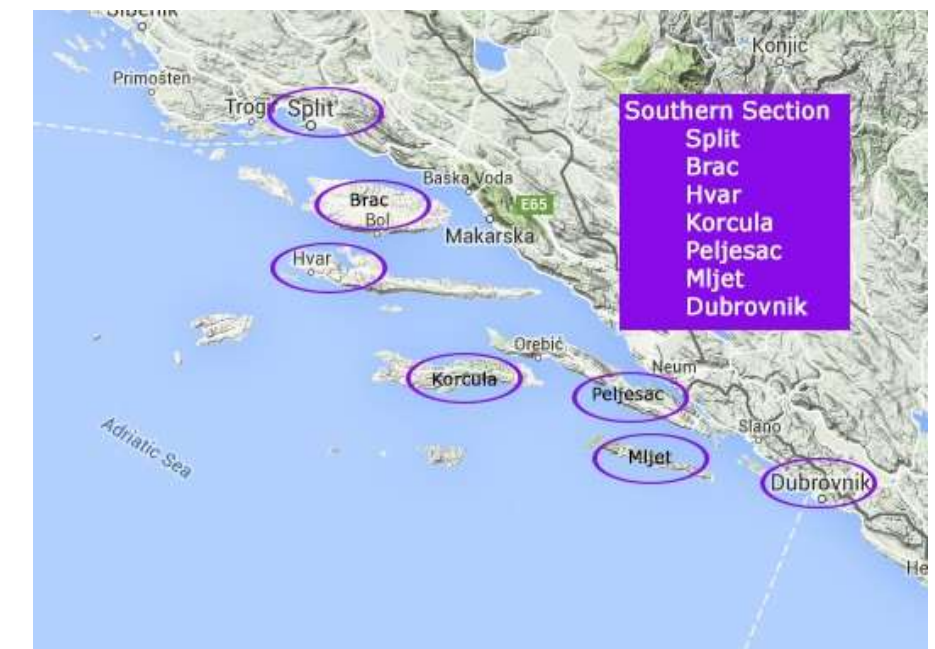
10. Option 5: Ferry from Stari Grad on Hvar Island to Korcula Town on Korcula Island. This ferry only runs on Thursdays and Sundays. Onward ferry to Orebic on Peljesac Peninsula only leaves from Korcula Town, not from Vela Luka. If you want to cycle Korcula Island, here is a very scenic loop route we rode without luggage, spending a night in Vela Luka lodging:

- a) Route B-Option 5-Stage 8A-Korcula Town-Vela Luka Loop complete.
 - i) Route B-Option 5-Stage 8A-Part 1-Korcula Town to Vela Luka via Smokvica.
 - ii) Route B-Option 5-Stage 8A-Part 2-Vela Luka-Korcula Town via D118 & Kneza.
- b) Route B-Option 5-Stage 8B-Korcula Island-Korcula Town to Lumbarda Day Ride.

11. Option 6 -Ferry from Stari Grad on Hvar Island to Split. Ferry from Split to Vela Luka on Korcula Island.

There is no direct bicycle ferry between Hvar and Vela Luka on Korcula Island.

- a) Route B-Option 6-Stage 8A-Korcula Island-Cycle Vela Luka to Korcula Town via Smokvica.
- b) Route B-Option 6-Stage 8B-Korcula Island-Cycle Vela Luka to Korcula Town via Hwy D118.



- c) Route B-Option 6-Stage 8C-Korcula Island-Cycle Vela Luka to Korcula Town via Hwy D118 & Kneza.
- d) Route B-Option 6-Stage 8D-Day trip Korcula to Lumbarda and return.

12. Ferry from Korcula Town to Orebic on the Peljesac Peninsula.

- a) Route B-Stage 9 Complete-Peljesac Peninsula-Orebic-Ston-Via Zuljana.
- b) Route B-Stage 9A-Peljesac Peninsula-Cycle Orebic to Postup, to Donja Banda to Potomje via Highway. Go through tunnel at Potomje and continue to Trstenik on secondary road. Very scenic.
- c) Route B-Stage 9B-Peljesac Peninsula-Cycle Trstenik to Zuljana to Dubrava on secondary road to Ston. We highly recommend a visit to Ston which is a short cycling distance from Prapatno. Lodging in Ston. Camping in Prapatno.
- d) Route B-Stage 9C-Peljesac Peninsula-Cycle Ston to Prapatno.
- e) Alternate Route: Route B-Stage 9B-sub 1- Peljesac Peninsula-Cycle Trstenik to Sreser
- f) Alternate Route-Route A-Stage 9B-sub 2- Peljesac Peninsula-Sreser to Ston.
- g) Route B-Stage 9C-Peljesac Peninsula-Cycle Ston to Prapatno.



13. Ferry from Prapatno to Sobra on Mljet Island. Ferry does not go to Polace on Mljet Island.

- a) Route B-Stage 10A-Mljet Island-Cycle Sobra to Polace.
- b) Route B-Stage 10B-Mljet Island-Day ride around the National Park.

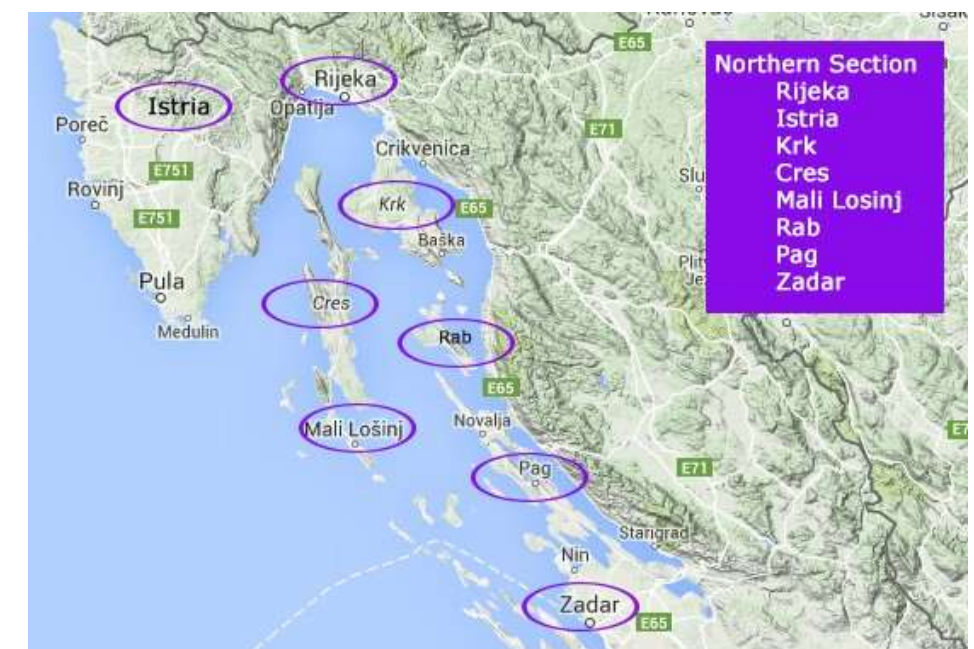
14. Beginning on June 19, there is a car ferry from Sobra and Polace on Mljet Island to Dubrovnik. Ferry from Polace to Dubrovnik.

Route C- Northern Islands-Istria Loop-12 to 14 days

1) A clockwise loop route starting and ending in Rijeka incorporates all the northern islands and a part of the Istria Peninsula.

- a) Route C-Stage 1 Complete-Rijeka to Valbiska.
- b) Route C-Stage 1A-Krk Island-Cycle Rijeka to Njivice.
- c) Route C-Stage 1B-Krk Island-Cycle Njivice to Krk.
- d) Route C-Stage 1C-Krk Island-Cycle Krk to Valbiska.
- e) *Ferry from Valbiska on Krk Island to Lopar on Rab Island.*
- f) Route C-Stage 2A-Rab Island-Lopar to Rab-Cycle Rab Island from Lopar to Rab.
- g) *Ferry from Rab to Tovarnele on Pag Island.*
- h) Route C-Stage 3 Complete-Pag Island-Tovarnele to Zadar.
- i) Route C-Stage 3A-Pag Island-Cycle Tovarnele to Novalja.
- j) Route C-Stage 3B-Pag Island-Cycle Novalja to Miocic Camp in Rtina.
- k) Route C-Stage 3C-Pag Island-Cycle Miocic to Zadar on mainland.

l) Ferry from Zadar to Mali Losinj on Losinj Island. (7 hour ferry ride only 2 days a week)

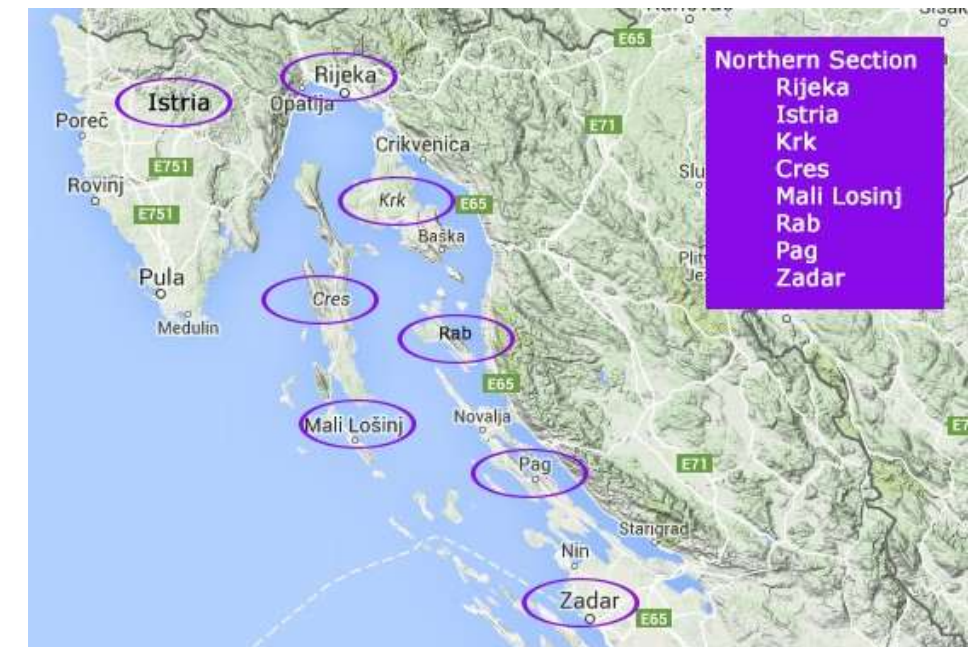


- m) Route C-Stage 4&5 Complete-Losinj Island-Mali Losinj to Veli Losinj to Porozina on Cres Island.
- n) Route C-Stage 4A-Losinj Island-Cycle from Mali Losinj or Poljana to Veli Losinj, then north to Nerezine.
- o) Route C-Stage 5A-Cres Island-Cycle Nerezine to Cres.
- p) Route C-Stage 5B-Cres Island-Cycle Cres to Porozina.
- q) *Ferry from Porozina on Cres Island to Brestova on the Istria Peninsula.*
- r) Route C-Stage 6 Complete-Istria Peninsula-Brestova to Rijeka.
- s) Route C-Stage 6A-Istria Peninsula-Cycle Brestova to Opatija.
- t) Route C-Stage 6B-Istria Peninsula-Cycle Opatija to Rijeka

Note: The Rijeka Airport is on Krk Island! Start and end in Krk making the same loop.

Route D- Istria Loop to Slovenia and back

1. Rijeka, Krk, Cres, Istria Inland, Koper Slovenia, Istria Perimeter, Rijeka. This is a fabulous loop taking in an inland mountain route that visits famous historic mountain towns as well as the entire perimeter of the Istria Peninsula. If planning to cycle Slovenia, Italy, or more northern countries as well as Croatia, take the Istria Perimeter route or the inland mountain route and keep going!
2. Route D-Stage 1 Complete-Rijeka to Valbiska on Krk Island.
3. Route D-Stage 1A-Krk Island-Rijeka to Njivice.
4. Route D-Stage 1B-Krk Island-Njivice to Krk
5. Route D-Stage 1C-Krk Island-Krk to Valbiska
6. *Ferry Valbiska on Krk to Merag on Cres*
7. Route D-Stage 2 Complete-Merag-Cres-Porozina.
8. Route D-Stage 2A-Cres Island-Merag to Cres
9. Route D-Stage 2B-Cres Island-Cres to Porozina.
10. *Ferry Porozina on Cres to Brestova on Istria*
11. Route D-Stage 3 Complete-Brestova Croatia to Osp Slovenia
12. Route D-Stage 3A-Istria Peninsula-Brestova-Pazin
13. Route D-Stage 3B-Istria Peninsula-Pazin-Motovun
14. Route D-Stage 3C-Istria Peninsula-Motovun-Osp Slovenia.
15. Route D-Stage 4 Complete-Osp-Umag Croatia.
16. Route D-Stage 4A-Slovenia-Osp-Portoroz (Cycle Scenic Slovenia, another of our guides, covers rides all around Slovenia.)
17. Route D-Stage 4B- Slovenia-Portoroz-Umag Croatia.



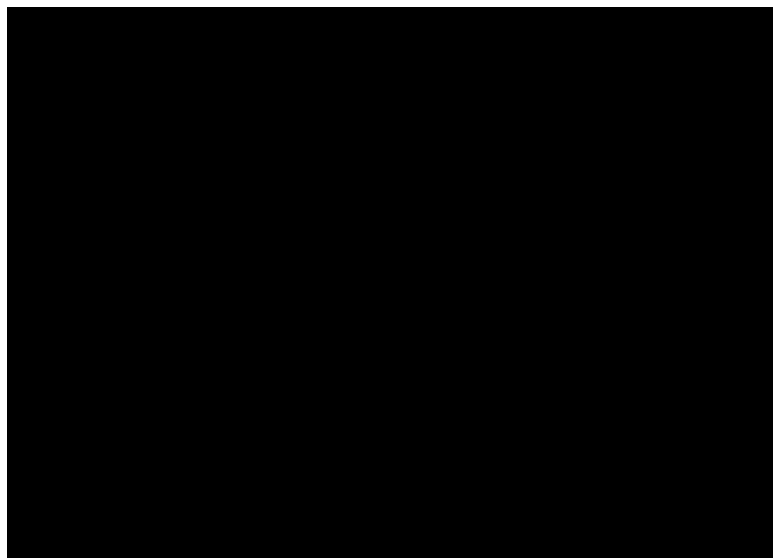
18. Route D-Stage 5 Complete-Istria Peninsula-Umag-Rijeka.
19. Route D-Stage 5A-Istria Peninsula-Umag-Porec.
20. Route D-Stage 5B-Istria Peninsula-Porec-Rovinj.
21. Route D-Stage 5C-Istria Peninsula-Rovinj-Medulin.
22. Route D-Stage 5D-Istria Peninsula-Medulin-Rabac via Labin.
23. Route D-Stage 5E-Istria Peninsula-Rabac-Opatija.
24. Route D-Stage 5F-Istria Peninsula-Opatija-Rijeka.

Route E-One week to two weeks on Brac Island

25. Easily accessible from Split, Brac Island could easily take a week to cycle to the various ports and stay at each one.

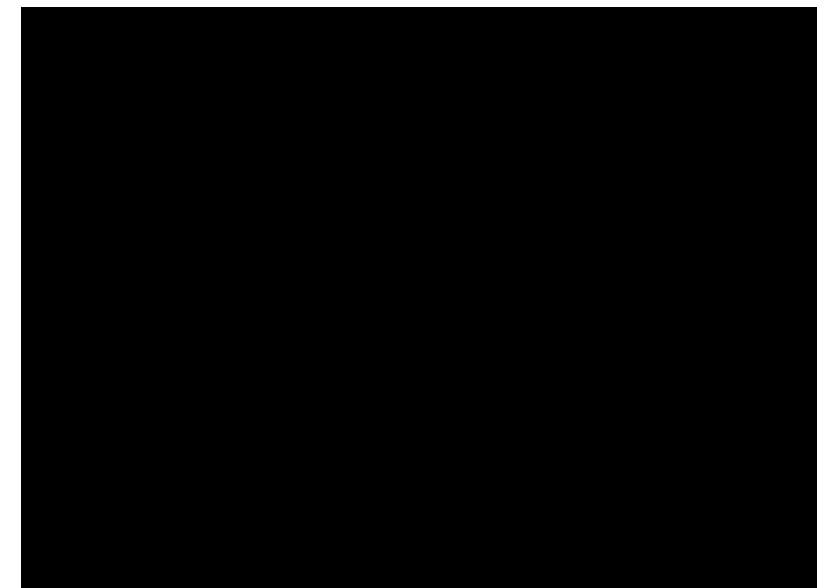
26. Ferry from Split to Supetar on Brac Island. Many rides on Brac Island.

- a) Route E-Stage 1A-Supetar to Postira Loop.
 - b) Route E-Stage 1B- Supetar via Sutivan Loop.
 - c) Route E-Stage 1C-Brac Island- Milna Side Trip.
 - d) Route E-Stage 1D-Brac Island--Supetar-Praznica Loop.
 - e) Route E-Stage 1E-Brac Island- -Supetar Bol.
27. Hotspots Island Tour
- a) Route E-Stage 2-Complete Hotspots Loop.
 - b) Route E-Stage 2A-Supetar-Sutivan.
 - c) Route E-Stage 2B-Sutivan-Milna.
 - d) Route E-Stage 2C-Milna -Bol.
 - e) Route E-Stage 2D-Bol to Murvica-Day Ride (RT)
 - f) Route E-Stage 2E-Bol-Sumartin.
 - g) Route E-Stage 2F-Sumartin-Pucisca.
 - h) Route E-Stage 2G-Pucisca-Supetar.

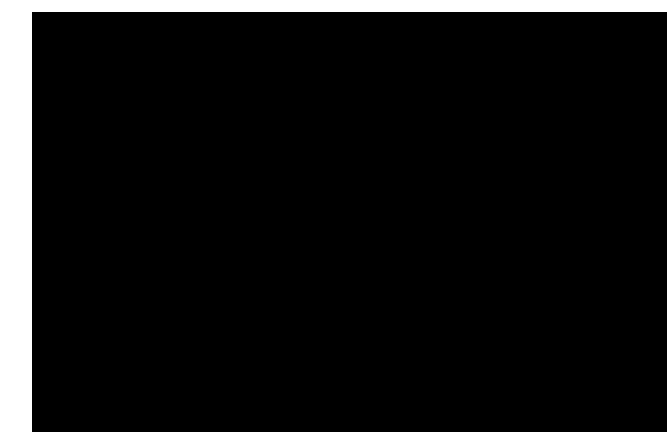
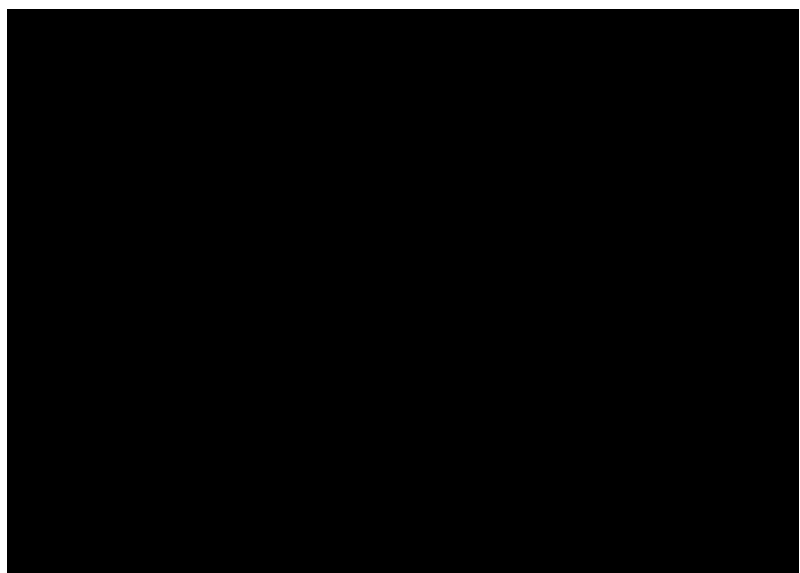
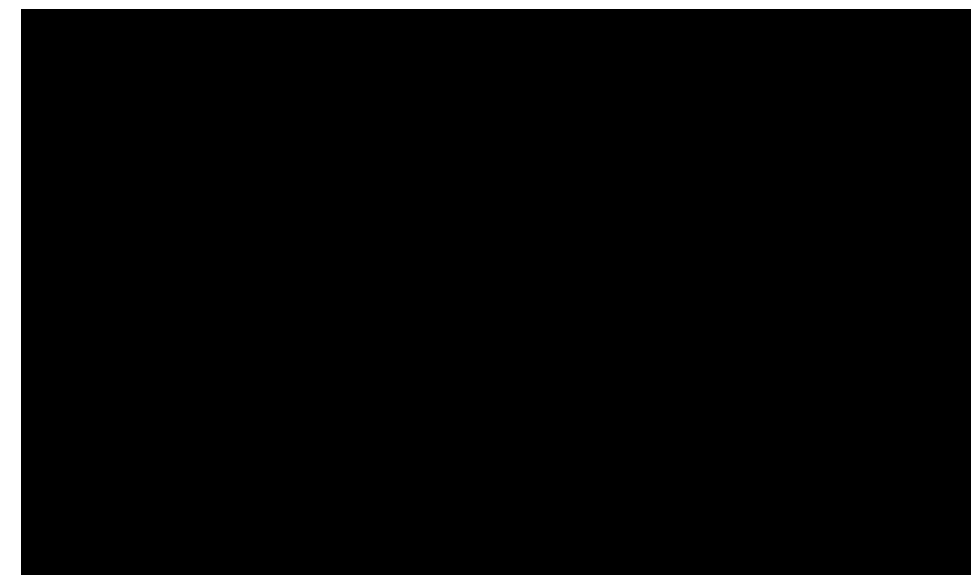
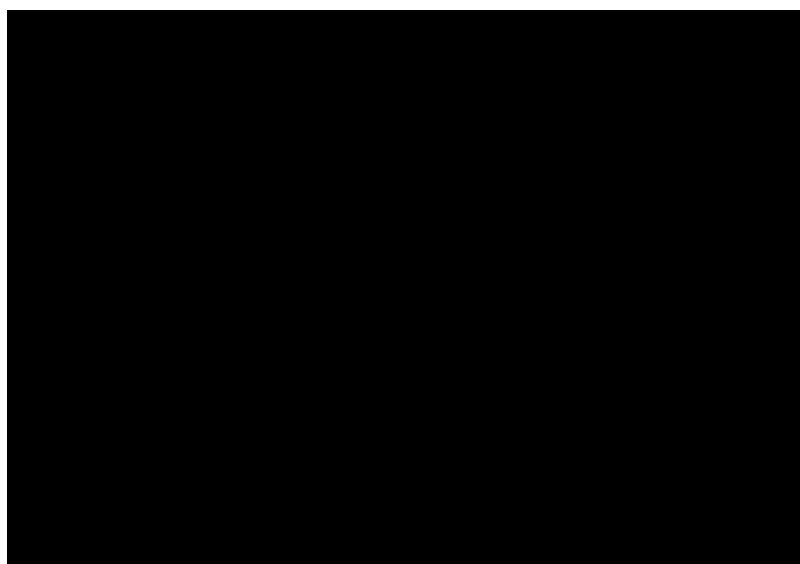


More Books By Mike & Anne Poe

[Printed Books](#)



[PDF Books](#)



1 PDF Format only