

#hoibikes

TO

GREENVILLE

Itinerary and Guide Book

Day 1

1. Battelle Darby Metro Park Starting at 9 am!



Battelle Darby Creek Metro Park

1. 8465 Alkire Rd
Grove City, OH 43123
2. Intersection of Gardner Rd. and Alkire Rd.
in Galloway Ohio 432119

Many mapping programs will not get you to the exact address above as shown in the picture. You can use the intersection to get closer to the correct location. DO NOT just Google the name of the park; it will take you to the wrong entrance. The park is HUGE and you will not find us if you go to the wrong entrance.

Stop Amenities: Restrooms and Extended Parking

The first leg of the journey will be a low grade uphill straightaway. We will be starting on the Camp Chase Trail/Ohio Bicycle Rte 1/ Ohio to Erie Trail.

If you intend to leave your vehicle here overnight, park in the long term gravel parking area and fill out the form that is available on site. This will let the park rangers know to expect your vehicle to be there in the evening. If you will need to leave your vehicle there for more than 24 hours the park rangers have asked that you contact them (614-370-6254).

Estimated Arrival: Please arrive by 8:30 AM so that we can group and get started promptly at 9:00 AM

Depart: 9:00 AM

Distance: 13 miles

Time Estimate: 1Hour 15 Minutes

2. London

Madison County Senior Center/ Trail Head

W High St
London, OH 43140

Stop Amenities: Restrooms and Parking

The second leg of the journey will mostly be flat with a slight incline at the start.

Estimated Arrival: We should arrive in London by around 10:15-10:30 AM. To join at this point, please arrive and be ready to go by 10:15 AM. If we are running early we will leave by 10:30 AM.

Depart: 10:30 -10:45 AM

Distance: 11 miles

Time Estimate: 1 Hour

3. South Charleston

Trail Head

223 W Mound St,
South Charleston, OH 45368

Stop Amenities: Restrooms and Parking.

The third leg of the journey will be flat, straight, and downhill! This should be a relatively easy leg of the journey.

Estimated Arrival: We should arrive in South Charleston by around 11:30-11:45 PM. To join at this point, please arrive and be ready to go by 11:45 PM. If we are running early we will leave by 12:00 PM

Depart: 12:00- 12:30 PM

Distance: 11 miles

Time Estimate: 1 Hour

4. Cedarville

Hearthstone Inn & Suites

10 South Main Street,
Cedarville, OH 45314

Stop Amenities: Restrooms and Parking, Water fountain.

The fourth leg of the journey will also be straight, flat, and downhill! This should be an easy leg of the journey.

Estimated Arrival: We should arrive in Cedarville by around 1:00-1:15 PM. To join at this point, please arrive and be ready to go by 1:15 PM. If we are running early we will leave by 1:30 PM

Depart: 1:30-1:45 PM

Distance: 8 miles

Time Estimate: 45 Minutes

5. Xenia for Lunch!

Xenia Station

150 N Miami Ave,
Xenia, OH 45385

Stop Amenities: Restrooms and Parking, Water fountain.

The fifth leg of the journey will also be downhill and with a slight curve or two!

Estimated Arrival: We should arrive in Xenia by around 2:15-2:30 PM, we will be stopping here for lunch! To join at this point, please arrive and be ready to go by 3:45 PM. If we are running early we will leave by 4:00 PM

Depart: 4:00-4:15 PM

Distance: 8 miles

Time Estimate: 45 Minutes

6. Beavercreek

Beavercreek Station

1152 North Fairfield Road,
Beavercreek, OH 45432

Stop Amenities: Restrooms and Parking

The sixth leg of the journey will also be downhill and with some curves as we enter the Dayton area and we will be finishing the evening with a ride into downtown.

Estimated Arrival: We should arrive in Beavercreek by around 4:45-5:00 PM. To join at this point, please arrive and be ready to go by 4:45 PM. If we are running early we will leave by 5:00 PM

Depart: 5:00-5:15 PM

Distance: 11.5 miles

Time Estimate: 1 Hour 15 Minutes

Arrive in Dayton for the Night!

Crowne Plaza Dayton

33 East 5th Street,
Dayton, OH 45402

Stop Amenities: Restrooms and Parking, Hotel, All of downtown..

Estimated Arrival: We should arrive in Dayton by around 6:15-6:30 PM, we will be stopping here for the night!



Day 2

1. Dayton Starting at 9 am!

Crowne Plaza Dayton

33 East 5th Street,
Dayton, OH 45402

Stop Amenities: Restrooms and Parking, Hotel,
All of downtown..

The first leg of day two will also be primarily uphill with rather curvy route compared to Day one and several significant hills.

Estimated Arrival: Arrive by 8:30 AM so that we can group, check our bikes, and get started promptly at 9:00 AM

Depart: 9:00 AM

Distance: 17 miles

Time Estimate: 1 Hour 45 Minutes

2. Tipp City

Canal Lock Park

325 E Main St,
Tipp City, OH 45371

Stop Amenities: Parking

The second portion of day two will be pretty flat with some curves, nothing too crazy.

Estimated Arrival: We should arrive in Tipp City by around 10:30-10:45 AM. To join at this point, please arrive and be ready to go by 10:45 AM. If we are running early we will leave by 11:00 AM

Depart: 11:00- 11:15 AM

Distance: 7 miles

Time Estimate: 45 Minutes

3. Troy for Lunch!

North Corner of the Square in Troy

3 W Main St
Troy, OH 45373

Stop Amenities: Parking and restrooms,
Downtown Troy restaurants for Lunch.

The third leg of the journey will have a hill at the start, then pretty nice and flat, and then a HUGE hill as we enter Piqua. Good Luck!

Estimated Arrival: We should arrive in Troy by around 11:45 AM-12:00 PM; we will be stopping here for lunch! To join, please arrive and be ready to go by 1:00 PM. If we are running early we will leave by 1:15 PM

Depart: 1:15- 1:30 PM

Distance: 10 miles

Time Estimate: 1 Hour 15 Minutes

4. Piqua

Piqua Public Library

116 West High Street,
Piqua, OH 45356

Stop Amenities: Restrooms and Parking

Leaving Piqua will be yet another hill, and at the bottom of that hill is our next stop.

Estimated Arrival: We should arrive in Piqua by around 2:30-2:45 PM. To join at this point, please arrive and be ready to go by 2:45 PM. If we are running early we will leave by 3:00 PM

Depart: 3:00-3:15 PM

Distance: 7 miles

Time Estimate: 45 Minutes

5. Covington

Food Truck/BP

6 E Broadway St
Covington, OH 45318

Stop Amenities: Restrooms and Parking, food truck

This leg of the journey may be short but it is going to be a climb.

Estimated Arrival: We should arrive in Covington by around 3:45-4:00 PM. To join at this point, please arrive and be ready to go by 4:00 PM. If we are running early we will leave by 4:15 PM

Depart: 4:15-4:30 PM

Distance: 5 miles

Time Estimate: 30 Minutes

6. Bradford

Bradford Public Library

138 East Main Street,
Bradford, OH 45308

Stop Amenities: Restrooms and Parking

The last leg of the journey will have a few up and downs, but shouldn't be too bad.

Estimated Arrival: We should arrive in Bradford by around 4:45-5:00 PM. To join at this point, please arrive and be ready to go by 4:45 PM. If we are running early we will leave by 5:00 PM

Depart: 5:00-5:15 PM

Distance: 14 miles

Time Estimate: 1 Hour 30 Minutes

7. Greenville!

We should be rolling into the center of town around 6:30-6:45 PM!

Pre-ride Check

Always check your bicycle before starting out, to avoid unpleasant surprises during your ride. The term "**ABC Quick Check**" will help you remember what to do.

A is for Air

Check tire pressure. Tires should be inflated to the rated air pressure noted on the sidewall. [Mountain bike tires being ridden on paved roads should be inflated to the high end of the pressure range indicated on the sidewall.] It is normal for bicycle tires to lose pressure slowly, as air seeps out through the inner tubes. Check inflation with a tire pressure gauge, and take a moment to check for damage to the sidewalls and/or tread. Damage to the sidewall is common if the brakes are not adjusted properly, the tire is rubbing on the frame or the cyclist has ridden through debris. If the tire fabric is showing through the tire tread, or threads in the sidewall are frayed, the tire should be replaced.

B is for Brakes

Check the brakes for: *Wear and Adjustment*- By visually checking the brake pads. If there is less than 1/8" of brake pad material showing at any point along either pad, replace the brake pads. Make certain that the pads are parallel to, and aligned with, the side of the rim when applied. *Cable and housing*- Ensure that the brake cables travel smoothly within their housings and are not frayed. Frayed cables should be replaced. If the cables stick, apply lubrication at the ends of the housing and work it in by applying the brakes until the cable moves smoothly and freely. *Brake Release*- If you have removed a wheel for transport or to repair a flat tire, make sure the brake release or straddle cable has been restored to its normal operating position. *Brake function* - The brakes should engage when the levers are only slightly depressed. It should not be possible to pull a lever all the way to the handlebar. If you cannot insert your thumb between the handlebar and the depressed lever, the brake should be readjusted. Brakes should work smoothly and powerfully, something you can test during the check ride mentioned below

C is for Cranks, Chain and Cassette

Check the Cranks, Chain and Cassette. Grasp both cranks near the pedal and attempt to wiggle each one, individually, from side to side (toward and away from the bike frame). If there is movement or clicking in just the crank where force is being applied, the crank bolt is loose. If both cranks move, the bottom bracket may be loose or the bearings worn or damaged. Never ride with a loose crank or bottom bracket, as doing so may put you at risk and will definitely damage your bicycle. Ensure that all chain ring bolts are in place and the chainrings secure. Make sure the chain runs smoothly through all gears.

Q is for Quick Releases

Your bike may have quick release (QR) levers holding the wheels to the bicycle. QRs feature a lever on one side and a nut on the other. Check to ensure that the wheels are clamped securely in the drop-outs before each ride. To properly secure the front quick release, pull the lever open (straight out, in line with the wheel's axle or a bit past that point). Loosen the QR nut sufficiently to insert the wheel firmly in the drop-outs of the fork. While holding the QR lever so it does not turn, tighten the adjusting nut with your other hand in a clockwise direction until you feel resistance on the lever. This may take some extra effort if your bicycle is equipped with safety tabs on the fork dropouts (designed to prevent loss of the front wheel, even when the QR is not properly tightened). Use the palm of your hand to close the QR lever. It should be tight enough to leave an imprint in the palm of your hand as you press it down. To test the secureness of the closure, attempt to open the QR lever with one finger. It should take two fingers to open the lever. Never attempt to secure a wheel by just rotating or spinning it tight in the closed position. For the rear wheel, the process is similar. While you will not encounter safety tabs, you must work around the drivetrain and ensure that the chain tension is sufficient if the bicycle is a single speed. If the QR securing followed a wheel remounting, don't forget to check the brake release or straddle cable and spin the wheel to ensure it is centered properly (neither brake pad rubs). Your bicycle may have additional quick-releases, (for the seatpost on mountain bikes and frame components on folding bikes).

Check

Check is for the final, brief checkout ride. This is when you check that the brakes work smoothly, the bicycle shifts properly, etc. Listen for rattles. Anything on a bicycle that rattles might be about to fall off! Many items of the ABC Quick Check can be accomplished visually; others require a brief hands-on check physically. If you determine that some adjustments are necessary, but beyond your ability, seek the help of a mechanic at your local bike shop.

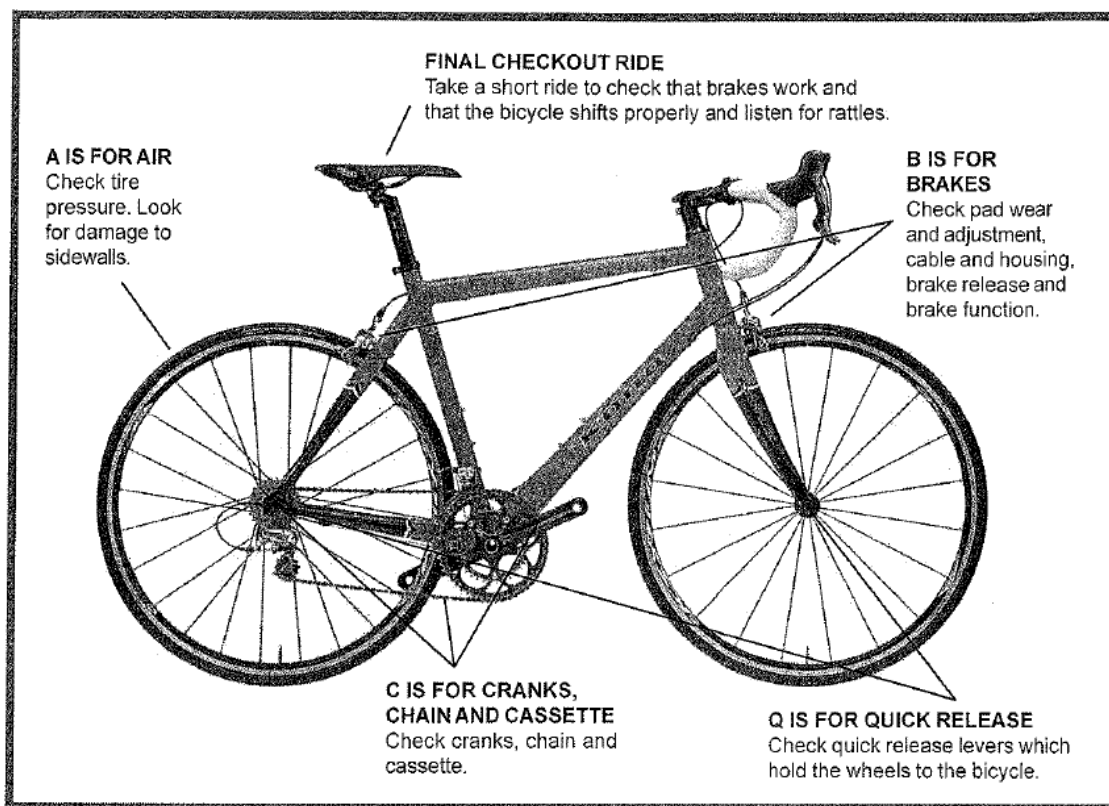


photo courtesy of Kona Bicycle Co.

Some Rules of the Ride

1. The most important thing to keep in mind on a group ride is that you are on a GROUP ride.

Anything you do as an individual that will make it more difficult or unpleasant for the group to stay together is counterproductive. If you arrive at the start of a group ride with the intention of getting in some hill intervals or sprint training, wave goodbye to the others and meet them at the coffee shop later.

2. A few of the riders in the group are getting dropped on the hills even though the pace is not hard.

It is to everyone's benefit to wait at the top of the hills. Those who are struggling will get much more out of the ride since they will keep trying harder instead of noodling home in a funk. The stronger riders will not only get a rest day, but they will get more time in the saddle (and a better tan) and they will have gained more respect from others as well.

3. Towards the end of many group rides, things can get frisky.

As long as everyone on the ride knows their way back home and none of the struggling riders are beginning to bonk, this is the time when the stronger riders can get a bit of speed work in. On the other hand, if a rider is truly struggling, it is up to the strongest riders to stay with him, offer him some gel and something to drink. Experienced riders will recognize bonk before the bonking rider has a clue what is going on. It is the responsibility of the best riders to make sure that the weakest make it home.

4. Half wheeling

This is one of the most annoying, rude and disruptive things that can happen on a ride. Half-wheeling occurs when one of the two riders at the front of a double echelon seems to always be a "half wheel" ahead of his partner. Most chronic half wheelers are not aware of what they are doing. Half wheeling comes from an unconscious urge to be in front (testosterone?). The result is that the slower partner is constantly trying to catch up, which results in further half wheeling surges and increasing speeds. Riding steady in a double echelon does take practice and experience. The easiest way to think of doing it properly is that the pace is set by the SLOWER of the two riders at the front.

5. Standing surge

This can be quite dangerous, especially in larger groups. Few inexperienced riders are aware of standing surge. It occurs any time someone stands up unless they are aware of it and correct for it. As a rider stands up to climb, accelerate or just to stretch their legs, their bike will actually move back relative to their body mass. In a tight pack, this results in the rider's bike suddenly moving back towards the rider behind them by 6 to 12 inches. The taller the rider, the larger will be the surge. The most dangerous and likely time for this to happen is at the beginning of a short, steep kicker. Not only is the front rider throwing his bike back into the rider behind, but the rider behind is most likely running up on the front rider because of the start of the hill. Wheels overlap and move laterally with the climbing motion and the recipe for a crash seems to come out of nowhere. All riders are responsible for these accidents. The front rider should have increased pedal pressure as he began to stand up, thus preventing his bike from moving back and the rear rider should have been looking for the standing surge and reduced pace on the hill as they guy in front of him stood up.

6. Point out obstacles!!

Potholes, rocks, gravel, debris, turtles, whatever. The rider(s) at the front are responsible for alerting those behind them of anything dangerous ahead. If the object is immobile (pothole, etc) then a simple finger point towards the ground on the side that the object will pass will do. If the hole or turtle could cause real damage, something more vocal in addition to the finger point may be called for. "Hole, Gravel, Horse Shit! etc"

7. Overtaking other riders, runners, strollers, runners with strollers ...

The riders behind you may not be aware that the group is overtaking someone. The best ways to let those behind you know is to either call out "Runner!" (etc.) or slap yourself on your right butt to get the attention of those behind you and then point out the runner.

8. Use Signals

Cyclists use hand and verbal signals to communicate with members of the group and with other traffic. Here are the hand signals for turning and stopping:

- put your left arm straight out to signal a left turn,
- put your right arm straight out to signal a right turn,
- and put your left arm out and down with your palm to the rear to signal slowing or stopping.

Within a close group, it makes more sense to use verbal signals such as "Right turn!" "Slowing!" or "Stopping!" rather than hand signals, but riders at the front and rear of the group should use hand signals.

9. Ride One or Two Across

We ride single or double file as appropriate to the roadway and traffic conditions. Riding double file is fun, and on group rides we are eager to get out of town and onto quiet roads where we can double up. Most state vehicle codes permit narrow vehicles to travel double file within a lane. Nevertheless, as a courtesy, we are quick to single up when this will permit faster traffic to move by us more efficiently. "Car back!" is the signal to get into single file. Riding more than two abreast is illegal. Ride single file on busy paths. When the call comes for cyclists to merge from double to single file, the leftmost cyclist takes charge. The leftmost cyclist is the one most at risk from a passing vehicle, and will usually be quickest to act. Sometimes the leftmost cyclist will elect to drop in behind the cyclist on the right, but usually he or she will pull ahead. Pulling ahead eliminates the problem of negotiating with a cyclist who is traveling in the inside cyclist's blind spot at the rear, and increases the time available for the maneuver.

10. Change Positions Correctly

Often we change our position within the group to ride and talk with different companions. Generally, slower traffic stays right, and that is what people expect, so we usually pass others in our group on their left. Say "Passing on your left!" or just "On your left!" to warn the cyclist ahead that you are coming by.

11. Watch for Traffic

Coming from the Rear Riders in front often cannot see traffic approaching from the rear, so it is the responsibility of riders in the back of the group to inform the others by saying "Car back!" Sometimes when the road is narrow, when we are riding double file, or just when we suspect trouble, riders in front will warn of traffic approaching from the front with "Car up!" These voice signals, using the word "car," are standard, and they are automatically and immediately recognized by the experienced cyclist. Use these signals even if the vehicle is a truck, bus or motorcycle. When it really matters- when danger threatens- you want to evoke the quickest possible reaction from your companions.

12. Watch Out at Intersections

When approaching intersections requiring vehicles to yield or stop, the lead riders will announce "Slowing!" or "Braking" or "Stopping" to alert those behind to the change in speed. Each cyclist is responsible for verifying that the way is indeed clear. Remember, it is okay, even recommended, that you call out potentially hazardous situations to other riders, but not okay to guarantee that the way is clear.

13. Stop for Stop Signs and Signals

It is important to obey traffic control devices such as stop signs and traffic signals. Cyclists sometimes get into trouble by developing bad habits and stopping only at stop signs and/or signals where they perceive cross traffic. On group rides, those at the back must not develop a tendency to follow the leader through intersections, assuming that the intersection is clear for the whole group. Remember; don't follow the herd. Be responsible for yourself when changing lanes and at intersections. Each cyclist must look for, and yield to, any other traffic that has the right of way. In some cases a group ride will be escorted by law enforcement officials. In some of these cases the law enforcement official might direct cyclists through a signed or signalized intersection. In some cases, traffic signals are actuated by detectors embedded in the pavement. These detectors may not respond to bicyclists. You may wait for a car to trip the signal, press the pedestrian pushbutton to change the light, or if there is no other option, cross carefully once you are sure the detector is not functioning correctly and the intersection is clear.

14. Don't Pass at an Intersection

Do not pass other cyclists at an intersection. Inexperienced cyclists sometimes come from behind and ride through while other cyclists are taking their proper turn at the intersection. This is highly dangerous and discourteous, and any observers will mark your group as another bunch of crazy bicyclists who should not be allowed on the roads.

15. Warn of Foot Traffic

Pedestrians traveling in the roadway are required to be on the left side of the road, facing traffic, so we often encounter them head on. Lead riders in the group should announce the presence of pedestrians to the rest of the group with "Pedestrian up!" or "Ped up!" or "Runner up!" Pedestrians on the wrong side of the roadway, moving with their backs to the overtaking riders, must also be made aware of the group with "On your left!" The riders should then check to the rear and move left to pass the pedestrians with plenty of clearance.

16. Watch Out for Railroad Tracks

Railroad tracks require special care. It is important that you cross perpendicular to the rails to avoid having the gaps between the rails and the pavement divert your wheels from under you. Cyclists need ample warning in order to prepare to cross the tracks properly, so yell "Tracks!" in plenty of time. In preparing to cross diagonal tracks, you will have to deviate from your usual lane position in order to cross the tracks squarely. To do this, you must watch carefully for traffic approaching from ahead and behind. Remember that most motorists will not understand your problem. Plan ahead, position yourself properly, and give clear indications of what you are doing. Do not crowd or pass other cyclists during the crossing maneuver. Also be aware that condensation forms on steel rails under various temperature and humidity conditions, making them especially slippery.

17. Watch Out for Dogs (Or Dear)

Dogs present a hazard to cyclists because of their unpredictable behavior. Cyclists are bitten by dogs infrequently, but a dog can inadvertently strike the front wheel of a bicycle, causing a fall. Usually, a dog will be minding its business up ahead, but it might decide to give chase or just cross the road at the wrong time. Dogs call for extra communication within the group, as not all riders react to dogs in the same way. Some cyclists try to outrun them, some slow down, and while everyone is distracted by the dog, they may not be watching where they are going. Warn of dogs immediately upon sighting them in order to give your companions time to plan their actions without emergency maneuvers. Shout "Dog up!" "Dog left!" or "Dog right!" as appropriate. Occasionally other animals such as cats and chickens (or alligators in Florida or wild turkeys in Massachusetts) can cause problems by crossing the road in front of a cyclist, so warn your companions of these hazards as well.

