ABC Quick Check

A is for air

Inflate tires to rated pressure as listed on the sidewall of the tire.

Use a pressure gauge to insure proper pressure.

Check for damage to tire tread and sidewall; replace if damaged.

B is for brakes

Inspect pads for wear; replace if there is less than ¼" of pad left.

Check pad adjustment; make sure they do not rub tire or dive into spokes.

Check brake lever travel; at least 1" between bar and lever.

C is for cranks, chain and cassette

Make sure the crank bolts are tight so the crank doesn't move from side to side. Check that the pedals are tight in the crank.

Check your chain for wear; 12 links should measure no more than 12 1/8 inches.

If your chain skips on your cassette, you might need a new one or just an adjustment.

Quick is for quick releases

Hubs need to be tight in the frame; your quick release should engage at 90°.

Your hub quick release should point back to insure that nothing catches on it.

Inspect brake quick releases to insure that they have been re-engaged.

Check is for check it over

Take a quick ride to check if derailleurs and brakes are working properly.

Inspect the bike for loose or broken parts; tighten, replace or fix them.

Pay extra attention to your bike during the first few miles of the ride.

Source: League of American Bicyclists

Bike Helmets

Wear a helmet

A helmet may not prevent a crash, but it is your last line of defense in an accident. Never ride without one.

Helmets can reduce serious head injuries in a crash.

Always wear a helmet while riding a bike, no matter how short the trip.

Helmet Fit

A helmet will not protect your head if it is not properly fitted.

Make sure that the helmet fits on top of the head, not tipped back.

After a crash or impact that affects your helmet, replace it immediately.

Shell and pads

Find the smallest helmet shell size that fits over your head.

Helmet pads should not be used to make a helmet that is too big fit your head .

Leave about two-fingers width between your eyebrows and the front of the helmet .

Straps

The straps should be joined just under each ear at the jawbone.

The buckle should be snug with your mouth completely open.

Periodically check your strap adjustment; improper fit can render a helmet useless.

Ventilation

In general, the more vents the better; improper ventilation can cause overheating.

Helmets with good ventilation can actually be cooler than riding with no helmet at all.

More vents usually mean a higher price helmet; buy one that you are proud to wear.

Colors

Helmets come in all different colors in different models; buy a highly visible color.

Shell color does not affect the temperature of the helmet against your head.

Pick a color that encourages you or your kids to wear it.

Source: League of American Bicyclists

Ohio River Crossings (from west to east)

1 Anderson Ferry (Recommended)
Provides access across the Ohio River from Cincinnati at Anderson Ferry Rd. to KY 8 at Constance. The ferry loads around every 20 minutes.

Hours: Monday – Friday 6:00 AM – 9:45 PM
Saturday and Holidays 7:00 AM – 9:45 PM
Sundays 9:00 AM – 9:45 PM
(Nov. – April the ferry closes at 8:00 PM)
Fares: Cars - $4.00 Bicycles - $1.00 Pedestrians $.50

2 Clay Wade Bailey Bridge – (US 42, 127) (Recommended)
Connects 2nd and 3rd Streets in Cincinnati with 4th Street in Covington, KY. Three lane bridge with reversible center lane. 12 feet travel lanes with 3 feet shoulders. Watch for litter and parallel drainage grates in the shoulder. A sidewalk is located on the east side of the bridge.

3 Roebling Suspension Bridge – (KY 17) (Alternate)
Connects Theodore Berry Way in Cincinnati with 3rd Street in Covington. It is a narrow two lane bridge with a steel grate surface. Cyclists should walk their bikes along the sidewalk on the west side of the bridge between the connecting streets. There is also a sidewalk on the east side of the bridge, but it terminates on the Ohio side at a stairway to Mehring Way.

4 Taylor-Southgate Bridge – (US 27) (Recommended)
Connects Pete Rose Way in Cincinnati with 3rd Street in Newport. Two 12 ft travel lanes with a 4 feet painted median and 4 feet shoulders on both sides. Eight feet sidewalks on both sides. Watch for expansion joints in the roadway at both ends.

5 Newport Southbank (Purple People) Bridge – (Recommended)
Connects Pete Rose Way in Cincinnati with 3rd Street in Newport. This bridge is exclusively for pedestrians and bicyclists having been converted to non-motorized uses in 2004. Travel ways include the former concrete highway on the west side of the bridge, a pedestrian walk between that and the currently unused railroad bridge on the east side. This bridge was formerly known as the L&N Railroad Bridge.

Note: the two interstate highway bridges in the downtown area, I-75/71 and I-471, do not permit bicycle traffic.

Anderson Ferry

Bicycle Transportation Planning

Bicycle travel is normally accommodated within the public rights of way. Most often these are the existing streets, but they may also include separate right of ways for shared use paths exclusively for non-motorized travel. As such, bikeways are usually incorporated into public street projects – either new construction or street reconstruction. Separate paths may take advantage of existing abandoned or active rail corridors, utility or private property easements. Rarely can a path right of way be acquired through a built up area.

The following types of bicycle facilities are used and subject to specific design and construction guidelines. The following descriptions are derived from the AASHTO Guide for the Development of Bicycle Facilities and other sources. Note that the dimensional standards included in the following descriptions are general.

BIKEWAYS

The term "bikeway" is a collective term that may include any of the following techniques for accommodating bicycles in the transportation system. It is useful for referring to a network of bicycle facilities which includes a combination of types of facilities or a proposed facility for which the appropriate treatment has not yet been determined.

SHARED ROADWAY (NO BIKEWAY DESIGNATION)

Most bicycle travel occurs, and will continue to occur, on streets and highways without bikeway designations. For many streets with low speeds and traffic volumes, such as urban and rural local streets, there is no need for specific bikeway treatment. An exception for such streets would be where directional route signing is needed to provide continuity to the rider. Other streets and highways may be unsuitable for biking and it would be inappropriate to encourage their use with bikeway treatments.

SIGNED SHARED ROADWAYS (BIKE ROUTES)

Streets may be signed with bike route signs to indicate to cyclists that there are particular advantages to these routes compared to alternative routes through high demand corridors and to provide continuity between gaps in other facilities such as bike lanes and trails. Such a bike route might identify a series of low-volume local streets to follow as an alternative to cycling on a parallel arterial street. Bike route signing also serves to advise motorists that bicycles are likely to be present.

SHARED ROADWAY MARKING

A new treatment is the Shared Roadway Marking (sharrow), a bicycle symbol below two chevrons. Its purpose is for use where a travel lane width is insufficient to share by a car and bicycle. This includes where there are parked cars with the danger of a cyclist being struck by an opening door, or where hazards may exist in the road itself. The symbol indicates the position within the lane to be taken by the cyclist which will likely be within the space also occupied by motor vehicles. Research has found that it encourages cyclists to ride outside the "door zone" of parked cars and also increases the distance between passing motorists and cyclists. It also discourages cycling on the sidewalks and the directional chevrons reduce wrong way riding in the street.

BIKE BOULEVARDS

Where urban development has occurred within a grid street pattern, local streets one or two blocks parallel from arterial roads may be reworked for use as bike boulevards. These are intended to provide a more peaceful and less trafficked route within a corridor. Bike boulevards do not exclude motor vehicle traffic. Typical modifications include changing stop signs to allow through movement along the street and stopping cross traffic. To discourage motor vehicles from also using them for through travel, diverters may be installed at a few intersections which force motor vehicles to turn while providing a channel for cyclists to pass through.

WIDE RIGHT TRAVEL LANES

Wide curb lanes are a technique that improves cycling conditions on roads without designated bikeways by providing an outside or curb lane sufficiently wide for motor vehicles to pass bicycles in the same lane without needing to change lanes or crowd the cyclist. For this type of improvement, there is no lane stripe to indicate the space for the respective vehicles. On an existing road, the additional space for a wide right lane may come from restriping the existing lanes or eliminating parking. The recommended travel lane width for shared use by motor vehicles and bicycles is 14 feet.

BIKE LANES

Striped bike lanes are established with appropriate pavement markings and signing along higher volume streets particularly suitable for bicycle travel because of demand or destinations served. Bike lanes delineate the right of way recommended for bicyclists and motorists and encourage more predictable movements by each. On an existing road, the additional space for bike lanes may come from restriping the existing lanes or removing parking. Additional measures needed to ensure the effectiveness of the bike lanes include replacing any parallel storm water inlets that may trap bike wheels and to keep the lanes swept clear of glass, dirt and debris. The minimum recommended width for bike lanes is 4 feet (5 feet with curb).

SIDEPATH

A sidepath is a shared use path constructed to the side of the roadway within the street right of way. It is usually provided on one side of the road and intended for two-way bike and pedestrian traffic. A 5 foot pedestrian sidewalk is usually provided on the opposite side of the road. As a sidepath is carrying a mix of modes, guidelines call for a minimum of 10 feet of pavement width and 5 feet separation from the roadway curb, or a barrier. While favored for their separation from motorized traffic, they are not recommended because they move the cyclist out of the sight lines of motorists turning into and from driveways and side streets and cause cyclists to ride opposing traffic in the adjacent travel lane. Motorists may also react hostilely to cyclists who legitimately choose to ride in the street. Sidepaths may work where they are next to a feature, such as a river, where there won't be any street or driveway crossings.

SHARED USE PATH OR MULTI-USE TRAIL

A shared use path is provided within its own right of way separate from the highway system. In addition to unused rail corridors, shared use paths are often provided along water fronts, canals, within college campuses and parks, and connecting cul-de-sacs. By definition, shared use paths are intended to be used by a variety of users including cyclists, walkers, runners, roller bladers, and wheelchair users. The minimum recommended width for shared use paths is 10 feet plus 2 feet clear space on either side.

Planning and engineering guidelines, available space and funding determine the appropriate bikeway facilities. Federal and regional complete streets policies recommend including the appropriate facilities in all road construction and paving projects. Area surveys of bicyclists indicate a strong interest in improving area roads with striped bike lanes and adding additional trails to the trail network. Such facilities need to be included in the initial design by the respective city, township, county or the state which is sponsoring the project. Local residents need to express their needs to these jurisdictions for these bike improvements to occur. Road projects generally take two to six years to plan, design and implement.

Transportation projects are initiated by the respective municipalities and counties. The role of the Ohio Kentucky Indiana Regional Council of Governments is to serve as the federally designated Metropolitan Planning Organization to coordinate the allocation of federal sources of transportation funding. This is accomplished through the Regional Bicycle Plan, the long range Regional Transportation Plan and the short range Transportation Improvement Program for the allocation of federal funding for projects. This work is carried out by a professional staff and administered by a technical coordinating committee and a board of elected officials. Several local jurisdictions, such as Cincinnati, also have bicycle facility plans. Such plans identify needed bikeway improvements and include adopted policies to review appropriate treatments for road projects which include replacing any hazardous storm water grates. In some cases, advisory committees including local cyclists and appropriate staff oversee this planning process.

How to Commute by Bicycle

Sharing The Road

Bicycles are vehicles and should be operated and treated as such on the roadway."

Laws that apply to motorists apply to cyclists as well; ride on the right, with traffic.

Ride in the right-most lane that goes in the direction that you are travelling.

Signals and Signs

Obey all stop signs, traffic lights and lane markings.

Look before you change lanes or signal a turn; indicate your intention, then act.

Identify hazards and adjust your position on the roadway accordingly.

Safety

If the lane is too narrow or you are going the same speed as traffic, take the lane.

Be visible and predictable at all times; wear bright clothing and signal turns.

Always wear a helmet to protect your head in the event of a crash.

Route Choice

Consider distance, traffic volume, road width and condition, and terrain.

Some routes may be a bit longer but much more pleasant; carry a map for detours.

Allow extra time for a new route; try riding different routes on the weekend.

Bike Parking

Try to find an indoor parking area in your office or building in which to keep your bike.

Lock your bike to an immovable object in a highly visible area out of the elements.

Bike racks are available throughout the downtown area.

Ask your employer or building owner to provide safe, covered parking.

Clothing Options

If you have a short commute, ride in your work clothes at a relaxed pace .

Cycling specific clothing is an option for longer, more strenuous rides.

Wear brightly colored and breathable fabrics to be visible, comfortable and dry.

Showering

Showering should not be necessary in the morning when it is cool outside.

Many workplaces have showers located in the building; inquire about access.

Some health clubs offer shower-only memberships for a few dollars a month.

The Bike

Any bike that you feel comfortable on will work; make sure it is in good working order.

Consider weather protection such as fenders and a rack for carrying capacity.

Invest in a rechargeable headlight; helmet and handlebar mounts are available.

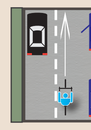
Maintenance

Have your bike checked over by your local bike shop.

Learn how to repair a flat, fix a chain and inspect your brake pads for wear.

Replace tires when they are worn out; use tire liners if you experience excessive flats.

Weather



Heat, cold and precipitation require special preparation for you and your bike.

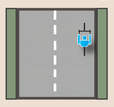
Fenders and rain gear keep out the rain; use layers and wind proofing for cold days.

Some cycling-specific gear can provide relief on hot days; it keeps you cool and dry.

Traffic Principles

Cyclists fare best when they act and are treated as drivers of vehicles.

Ride on the right

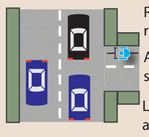


Always ride with the flow of traffic.

Do not ride on the sidewalk.

Allow yourself room to maneuver around roadway hazards.

Yield to traffic in busier lanes

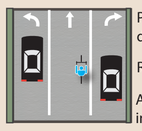


Roads with higher traffic volumes should be given right of way.

Always use signals to indicate your intention to switch lanes.

Look behind you to indicate your desire to move and to make sure that you can.

Destination Positioning



Position yourself in the right-most lane that goes in the direction of your destination.

Ride in the right third of the lane.

Avoid being overtaken in narrow-lane situations by riding in the right third of the lane.

Speed Positioning

Position yourself relative to the speed of other traffic.

Left-most lane is for fastest moving traffic; right-most for slower traffic.

Yield to faster moving vehicles by staying to the right in the lane.

Lane Positioning

Ride on the right.

Ride in the same direction as traffic; stay far enough away from the curb to avoid hazards.

Ride in the right third of the right-most lane that goes in the direction you are going.

Take the entire lane if traveling the same speed as traffic or in a narrow lane.

Parked cars

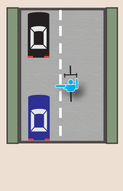
Ride in a straight line, not in and out between parked cars on the side of the road.

Beware of cars merging into the roadway from a parallel parking position.

Always ride far enough away from parked cars to avoid hitting a surprise open door.

Source: League of American Bicyclists

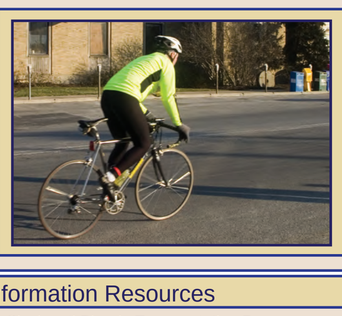
Yield to traffic in destination lane



Traffic in your destination lane has the right of way.

Making eye contact with drivers lets them know that you see them.

Signal and make your lane change early, before you need to.



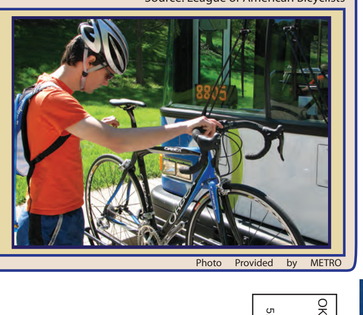


Photo Provided by METRO

Ohio Bicycle Traffic Laws

Title 45 of the Ohio Revised Code contains the laws that govern operation of vehicles on Ohio roads. The laws describe what a driver is required to do or prohibited from doing. In addition, the Ohio Bicycling Street Smarts booklet provides practical information for riding with traffic confidently.

§ 4501.01. Definitions.
As used in this chapter and Chapters 4503., 4505., 4507., 4509., 4511., 4513., 4515., and 4517. of the Revised Code, and in the penal laws, except as otherwise provided:
(A) "Vehicle" means every device, including a motorized bicycle, in, upon, or by which any person or property may be transported or drawn upon a highway, except that "vehicle" does not include any motorized wheelchair, any electric personal assistive mobility device, any device that is moved by power collected from overhead electric trolley wires or that is used exclusively upon stationary rails or tracks, or any device, other than a bicycle, that is moved by human power.

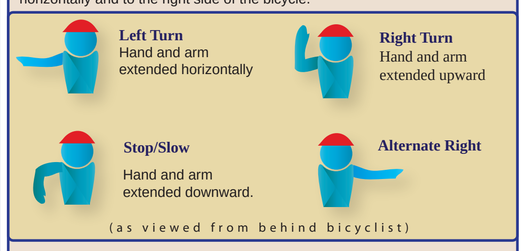
§ 4511.25. Lanes of travel upon roadways.
(B)(1) Upon all roadways any vehicle or trackless trolley proceeding at less than the prevailing and lawful speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, and far enough to the right to allow passing by faster vehicles if such passing is safe and reasonable, except under any of the following circumstances:
(a) When overtaking and passing another vehicle or trackless trolley proceeding in the same direction:
(b) When preparing for a left turn;
(c) When the driver must necessarily drive in a lane other than the right-hand lane to continue on the driver's intended route.

§ 4511.36. Rules for turns at intersections.
The driver of a vehicle intending to turn at an intersection shall be governed by the following rules:
(A) Approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.
(B) At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection.

§ 4511.39. Turn and stop signals.
No person shall turn a vehicle or trackless trolley or move right or left upon a highway unless and until such person has exercised due care to ascertain that the movement can be made with reasonable safety nor without giving an appropriate signal in the manner hereinafter provided.

When required, a signal of intention to turn or move right or left shall be given continuously during not less than the last one hundred feet traveled by the vehicle or trackless trolley before turning, except that in the case of a person operating a bicycle, the signal shall be made not less than one time but is not required to be continuous. A bicycle operator is not required to make a signal if the bicycle is in a designated turn lane, and a signal shall not be given when the operator's hands are needed for the safe operation of the bicycle.

§ 4511.40. Hand and arm signals.
(A) Except as provided in division (B) of this section, all signals required by sections 4511.01 to 4511.78 of the Revised Code, when given by hand and arm, shall be given from the left side of the vehicle in the following manner, and such signals shall indicate as follows:
(1) Left turn, hand and arm extended horizontally;
(2) Right turn, hand and arm extended upward;
(3) Stop or decrease speed, hand and arm extended downward.
(B) As an alternative to division (A)(2) of this section, a person operating a bicycle may give a right turn signal by extending the right hand and arm horizontally and to the right side of the bicycle.



§ 4511.52. Bicycles.
(A) Sections 4511.01 to 4511.78, 4511.99, and 4513.01 to 4513.37, of the Revised Code that are applicable to bicycles apply whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles.
(B) Except as provided in division (D) of this section, a bicycle operator who violates any section of the Revised Code described in division (A) of this section that is applicable to bicycles may be issued a ticket, citation, or summons by a law enforcement officer for the violation in the same manner as the operator of a motor vehicle would be cited for the same violation. A person who commits any such violation while operating a bicycle shall not have any points assessed against the person's driver's license, commercial driver's license, temporary instruction permit, or probationary license under section 4510.036 of the Revised Code.

§ 4511.54. Prohibition against attaching bicycles and sleds to vehicles.
No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle shall attach the same or self to any streetcar, trackless trolley, or vehicle upon a roadway.

§ 4511.55. Riding bicycles; motorcycles abreast.
(A) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable obeying all traffic rules applicable to vehicles and exercising due care when passing a standing vehicle or one proceeding in the same direction.
(B) Persons riding bicycles or motorcycles upon a roadway shall ride not more than two abreast in a single lane, except on paths or parts of roadways set aside for the exclusive use of bicycles or motorcycles.
(C) This section does not require a person operating a bicycle to ride at the edge of the roadway when it is unreasonable or unsafe to do so. Conditions that may require riding away from the edge of the roadway include when necessary to avoid fixed or moving objects, parked or moving vehicles, surface hazards, or if it otherwise is unsafe or impracticable to do so, including if the lane is too narrow for the bicycle and an overtaking vehicle to travel safely side by side within the lane.

§ 4511.56. Signal devices on bicycle.
(A) Every bicycle when in use at the times specified in section 4513.03 of the Revised Code, shall be equipped with the following:
(1) A lamp mounted on the front of either the bicycle or the operator that shall emit a white light visible from a distance of at least five hundred feet to the front and three hundred feet to the sides. A generator-powered lamp that emits light only when the bicycle is moving may be used to meet this requirement.
(2) A red reflector on the rear that shall be visible from all distances from one hundred feet to six hundred feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle;
(3) A lamp emitting either flashing or steady red light visible from a distance of five hundred feet to the rear shall be used in addition to the red reflector. If the red lamp performs as a reflector in that it is visible as specified in division (A)(2) of this section, the red lamp may serve as the reflector and a separate reflector is not required.
(B) Additional lamps and reflectors may be used in addition to those required under division (A) of this section, except that red lamps and red reflectors shall not be used on the front of the bicycle and white lamps and white reflectors shall not be used on the rear of the bicycle.
(C) A bicycle may be equipped with a device capable of giving an audible signal, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.
(D) Every bicycle shall be equipped with an adequate brake when used on a street or highway.

§ 4511.711. Driving upon sidewalk area.
No person shall drive any vehicle, other than a bicycle, upon a sidewalk or sidewalk area except upon a permanent or duly authorized temporary driveway.

Nothing in this section shall be construed as prohibiting local authorities from regulating the operation of bicycles within their respective jurisdictions, except that no local authority may require that bicycles be operated on sidewalks.

Additional Local Regulations

Cincinnati Code 506-5 prohibits persons over 15 years to ride a bicycle on the sidewalk.
Bicycle helmets are required for persons 16 and younger in Cincinnati, Blue Ash, Madeira, and Glendale.

See the Ohio Bicycle Federation Web Pages, www.ohiobike.org for more information about bicycle operation, safety, traffic law and measures communities can take to improve cycling.

Ten Commandments of Bicycling

I. Wear a helmet for every ride and use lights at night.

II. Conduct an ABC Quick Check before every ride.

III. Obey traffic laws: ride on the right, slowest traffic farthest to right.

IV. Ride predictably and be visible at all times.

V. At intersections, ride in the right-most lane that goes in your direction.

VI. Scan for traffic and signal lane changes and turns.

VII. Be prepared for mechanical emergencies with tools and know-how.

VIII. Control your bike by practicing bike handling skills.

IX. Drink before you are thirsty and eat before you are hungry.

X. Have fun!

Source: League of American Bicyclists

Anticipating Motorist Errors

Left Turn

Motorists often misjudge the speed of oncoming cyclists and turn into them.

Make eye contact when approaching a motorist positioned for a left turn ahead of you.

Maintain a straight line unless you need to execute an instant turn or quick stop.

Right Turn

Right turning motorists may turn just after overtaking a cyclist; avoid blind spots.

Be aware of overtaking motorists in high traffic situations with constant scanning.

Watch the front wheel of the car or look for a signal and avoid them as they turn.

Crossing

Motorists may not recognize a cyclist's right to the road and pull out in front of them.

Do not ride so far to the right that you are not in the motorist's normal scanning area.

Announce your presence loudly to try and get a motorist's attention before they move.

Prevention

Always wear bright clothing to make yourself more visible day and night.

Learn to recognize when motorists will turn and when they will wait.

Ride predictably where you will be seen and always wear a helmet.

Assert Yourself

Plan to take your right of way but be prepared to act to avoid a collision.

Use hand signals, a bell, your voice, lights, anything to get the attention of motorists.

Always be aware of a safe way out whether you expect to use it or not.

Source: League of American Bicyclists

Information Resources

Cincinnati Bicycle Transportation Program
http://www.cincinnati-oh.gov/bikes

Cincinnati Public Works hotline
513-591-6000
http://cagismaps.hamilton-co.org/csrcincinnati/

OKI Regional Council of Governments
http://www.oki.org/transportation/index.html

Queen City Bike
http://queencitybike.com

Cincinnati Cycle Club
http://www.cincinnaticycleclub.org/index.html

Hamilton County Park District
http://www.greatparks.org

Ohio Bicycle Federation
http://www.ohiobike.org/

Ohio Department of Transportation
http://www.dot.state.oh.us/Services/Pages/bike.aspx

Kentucky Transportation Cabinet
http://bikewalk.ky.gov/

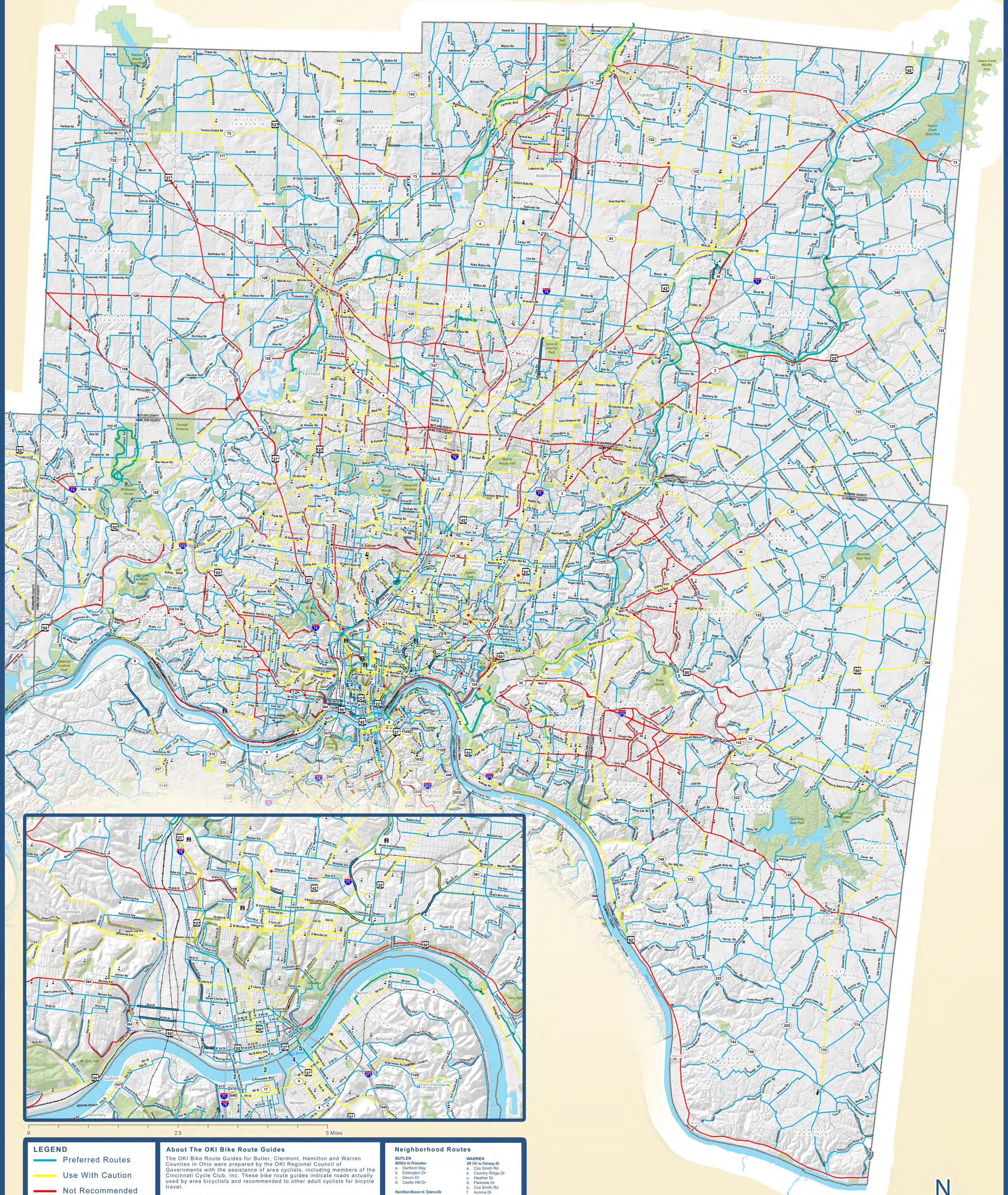
Share the Road license plates:
Ohio – https://www.oplates.com/
Kentucky - http://mvl.ky.gov/MVLWeb/PIServlet#ABC1

League of American Bicyclists
http://www.bikeleague.org/

Adventure Cycling Association
http://www.adventurecycling.org/

OKI Regional Council of Governments
720 East Pete Rose Way Suite 420
Cincinnati, Ohio 45202-3576
www.oki.org
513-621-6300 513-621-9325 (Fax)

OHIO COUNTIES BIKE ROUTE GUIDE



0 2.5 5 Miles

0 5 10 Miles

LEGEND

- Preferred Routes
- Use With Caution
- Not Recommended
- Difficult Locations
- Schools
- Colleges
- Food
- Memorable Hills (points uphill)
- Shared Use Path
- Bike Lane
- Signed Bike Route
- Railroad
- Counties
- Townships
- Rivers and Lakes
- Parks and Preserves

About The OKI Bike Route Guides

The OKI Bike Route Guides for Butler, Clermont, Hamilton and Warren Counties in Ohio were prepared by the OKI Regional Council of Governments with the assistance of area cyclists, including members of the Cincinnati Cycle Club, Inc. These bike route guides indicate roads actually used by area bicyclists and recommended to other adult cyclists for bicycle travel.

Most of the routes suggested are regular roads of the state and local roadway system and are used by motor vehicles, as well as bicycles. There are no special provisions for bicycle travel and cyclists should use appropriate safety precautions for sharing the road (described elsewhere on this map) while riding these roads. Roads in the rural areas of southwest Ohio are typically narrow two lane roads without shoulders.

The prefered bicycle routes (blue) are the preferred routes. In some locations, the blue route is the best of several choices (such as Hillside Ave. along the Ohio River in Cincinnati). The use with caution routes (yellow) require greater rider precaution because of either traffic or terrain. They may be the only suitable route in some corridors. Roads not recommended for bicycle travel (red) tend to have even more traffic, higher speeds and narrow pavement. These classifications reflect general conditions – not rush hour conditions. Most routes will have more traffic during weekday rush hours (7:00-9:00 am and 4:00-6:00 pm) although it may be primarily in one direction. Also, expect roads leading to parks to be busier on weekends and holidays. Bicycles are not permitted on Interstate highways and other posted freeways.

In general, the terrain in the OKI region is hilly, and the maps do not show all hills. Those noted as **memorable hills** are ones which local cyclists say they remember at the end of their rides. Bicyclists should expect steep hills on roads accessing the Ohio River valley, as well as its tributaries, the Little Miami River, Mill Creek and Great Miami River. These hills require extra care as the roads may also be narrow, curving and have stop signs at the bottom.

Parks and recreation areas are shown as both destinations and staging areas for cycling rides. Selected public schools are also shown as potential ride staging areas. Five parks have developed off-road trails for **mountain bike riding** including Harbin Park in Fairfield, Deerfield Park and Caesars Creek Parks in Warren County, Mitchell Memorial Forest in Hamilton County, East Fork State Park in Clermont County and Hueston Woods State Park in Preble County north of Oxford.

*Note: For a more detailed version of the city of Cincinnati, the Cincinnati Bike Route Guide is available from OKI.

Neighborhood Routes

BUTLER

Millikin to Princeton
a. Dartford Way
b. Eddington Dr
c. Devon Dr
d. Castle Hill Dr

Hamilton-Mason to Tylersville
e. Commanche
f. Glen Moor

Cin-Day to Tylersville
g. Station Rd
h. Forest View Dr
i. Hollywood Dr
j. Keehner
k. Sussex Dr
l. Edgeridge Dr
m. Delview Dr
n. Ridgecrest Dr
o. Brookridge Dr
p. Grinn Dr
q. Bonnie Dr
r. Marie Dr
s. Kingsgate Way
t. Manor Dr
u. Woodward Dr
v. Autumn Ln
w. Pepper Pk

Hamilton-mason to Tylersville
x. Quail Run
y. Pelican Dr
z. Whitehall Cir.
aa. Farmgate Dr.

Hamilton-mason to Tylersville
ab. Londondale Rd
ac. Tylersknoll Dr
ad. Tylers Hill Ct
ae. Tylers Ter
af. Tylers Reserve Dr

Butler-Warren to Hamilton-Mason
ag. The Trails Blvd
ah. Cambridge Tr
ai. Winter Hazel Dr
aj. Cherry Laurel Dr
ak. Larkspur Ln
al. Course View Dr
am. Heritage Springs Dr

WARREN

SR 741 to Fairway Dr
a. Cox Smith Rd
b. Country Ridge Dr
c. Heather Dr
d. Parkside Dr
e. Cox Smith Rd
f. Acoma Dr
g. Cloverwood Dr

HAMILTON

Pfeiffer to Zig Zag
a. Southwind Dr
b. Trailwind Dr
c. Baywind Dr
d. Windzag Ln

Springfield to Compton
e. Reily Rd
f. Laramie Trl
g. Oregon Trl
h. Cody Pass
i. Abilene Trl
j. Hilltop Ln

Delhi to Anderson Ferry
k. Greenwell Ave
l. Franciscidge Dr
m. Clare Valley Dr
n. Riverwatch Dr

Winton to Galbraith
o. Hempstead Dr
p. Mockingbird Ln

CLERMONT

Ibold Rd to Goshen Pk
a. Paxton woods Dr
b. Old Mill Dr
c. Derbyshire Ln
d. Ashire Dr
e. Palomar Dr
f. Mitchell Farm Dr
g. Weber Rd
h. Weber Oaks Dr
i. Lake Ridge Ct
j. Sovereign Dr
k. Donna Jay Dr

OHIO COUNTIES BIKE ROUTE GUIDE

OKI
Ohio · Kentucky · Indiana
Regional Council of Governments