

Big Itoshima Route

Itoshima Peninsula · Fukuoka, Japan · Coastal loop from Chikuzen-Maebaru

Harborview International School

01 / 02 · The Route

ORIENT WHAT THE ROUTE IS LIKE

A gentle 80.0 km loop around the Itoshima Peninsula, ridden clockwise from Chikuzen-Maebaru Station. Sea on your right for most of the outbound leg — across Funakoshi Bay, past the white torii at Futamigaura, around the pine-clad headland at Keya. The return cuts inland through rice paddies and quiet farm roads. Traffic is **light on the coastal strip**, moderate through Maebaru town at start and finish. The route is Strava-popular but rarely crowded; cafés open late morning and close by early evening.

80.0

DISTANCE

km · single stage

183

ASCENT

m cumulative · 5 m smoothing

5.9%

STEEPEST

over 200 m window

4h 45

MOVING TIME

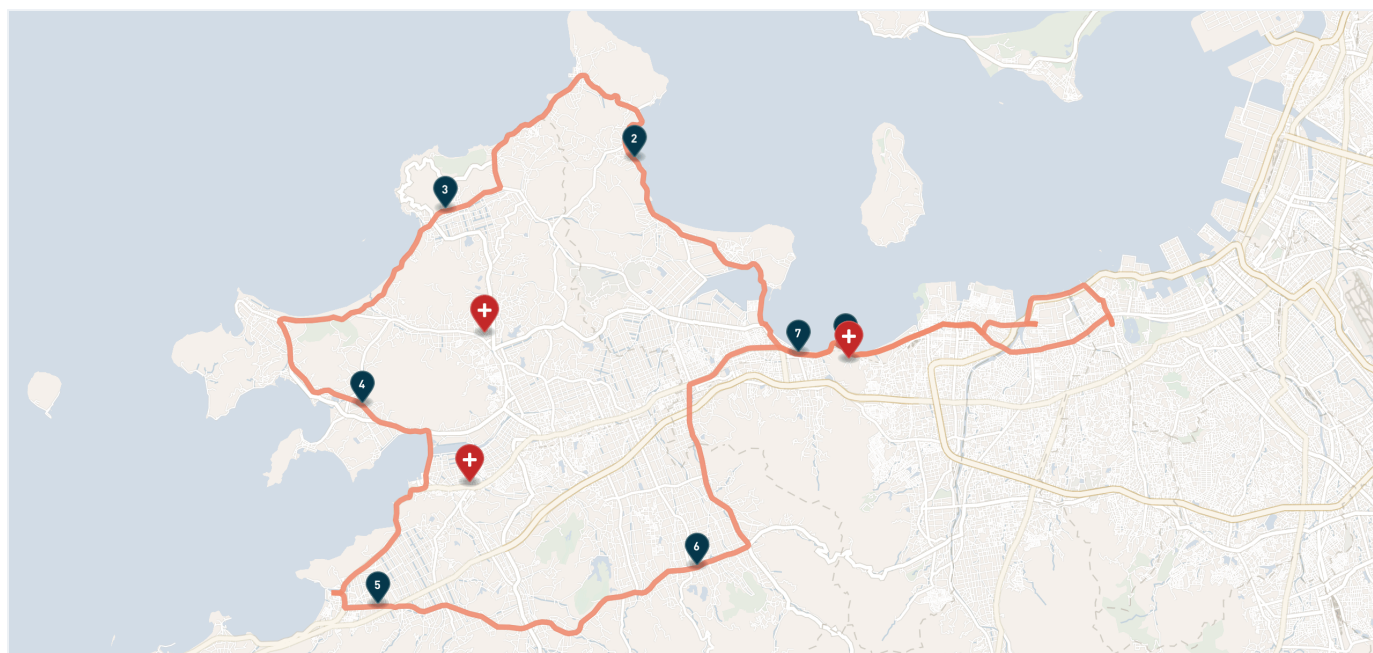
@ 18 km/h + climb

FRAME WHY THE DETAILS MATTER

Itoshima rides are often treated as casual, but the loop is long enough that a mechanical or heat-exhaustion problem past the halfway point is a real logistics challenge. The three facilities below are the **nearest emergency resources** to the 10, 30, and 50 km waypoints — print this page or save it to your phone so a guide on the ground can call the correct one without guessing. Everything else — pacing, lunch, headwinds — is on page 2.

PRESENT ROUTE · WAYPOINTS EVERY 10 KM · NEAREST EMERGENCY RESOURCES

● Waypoint (every 10 km) ● Emergency facility ● Route



PRESENT NEAREST EMERGENCY RESOURCES

NEAREST TO WAYPOINT 1 · KM 10

春日病院

Japan, 〒819-0162 Fukuoka, Nishi Ward, Imajukuaoki, 1 1 0 5 白翠園春日病院

092-891-3535

Rating: 2★ (3 reviews)

0.37 km · straight line

NEAREST TO WAYPOINT 3 · KM 30

Oku Home Clinics

1-5 Shimainadomehigashi, Itoshima, Fukuoka 819-1317, Japan

092-327-3612

3.62 km · straight line

NEAREST TO WAYPOINT 5 · KM 50

介護医療院すみれ

1-chōme-1-15 Kamiarinishi, Itoshima, Fukuoka 819-1148, Japan

092-331-1165

4.25 km · straight line

BRIDGE · BEFORE YOU SET OFF

→ **Save the three hospital phone numbers** to your phone — you won't have time to look them up if things go wrong.

→ **See page 2** for the elevation profile, where the heat and wind actually bite, and the pacing plan.

→ **Download the GPX offline** — signage is almost entirely in Japanese, and phone coverage thins on the western headland.

GPX source: <https://www.strava.com/routes/3418358467280238128> · Hospitals via Google Places · Map © Mapbox © OpenStreetMap

How the route actually feels

Elevation, pacing, seasonality — what the numbers on page 1 mean on the ground

ORIENT WHAT THE TERRAIN FEELS LIKE

The profile is **flat-to-rolling** — there's no sustained climb anywhere on the loop. Cumulative ascent is just 183 m at 5 m smoothing, scattered in short rises rather than one big climb, so pacing is about **rhythm**, not reserve. The only real terrain event is a 5.9% pinch on the coastal approach around km 20, visible as the bump below. The high point of the loop is only 77 m above sea level.

FRAME WHERE THE REAL DIFFICULTY LIVES

Riders misjudge this loop because the numbers look easy, but the **wind and heat on the inland return** drive the actual difficulty. Westerlies strengthen through mid-afternoon — schedule lunch at the westernmost point (Keya / Nogita, ~km 38) so the tailwind is with you on the long eastbound leg home. In summer, add hydration stops at each 10 km waypoint; the inland return has less shade than the coast.

PRESENT ELEVATION PROFILE



PRESENT WAYPOINT REGISTER · SUN · TERRAIN COVER

#	DISTANCE	ELEVATION	COORDINATES (LAT, LNG)
1	10 km	7 m	33.58173, 130.29023
2	20 km	6 m	33.62891, 130.22672
3	30 km	6 m	33.61615, 130.16982
4	40 km	5 m	33.56744, 130.14477
5	50 km	6 m	33.51709, 130.14955
6	60 km	58 m	33.52679, 130.24556
7	70 km	5 m	33.58021, 130.27596

SUN · SAT, OCT 24, 2026 · ASSIGNED FOR PLANNING

06:30 **17:36** **11h 06m**
SUNRISE SUNSET DAYLIGHT

TERRAIN COVER ALONG THE ROUTE



16% of the route runs under tree cover

Built-up 72% · Tree 16% · Water 4% · Grassland 4%

Length-weighted along the track · ESA WorldCover 10 m (2021). Navy = tree cover · gold ticks = waypoints. Canopy as mapped — not a shade forecast.

PRESENT PRACTICAL TIPS

- Season**
Spring (Apr–May) and autumn (Oct–Nov) are best. Summer is hot and humid; typhoons possible Jun–Oct.
- Direction**
Ride clockwise — outbound sea views are on the right, and you finish the flat inland return with a tailwind.
- Hydration**
Convenience stores at km 0, ~25, and ~55. Fill bottles at each; the inland return has almost none.
- Lunch**
Keya or Nogita Beach area (km 30–38) — cafés with bike parking, open 11:00–16:00.
- Bike**
Road bike or touring bike with 28–32mm tires. No technical terrain, no off-road sections.
- Navigation**
Signage is Japanese-only. Load the GPX to your head unit or phone before starting.

PRESENT OPERATIONAL SUPPORT · WHO TO CALL FOR WHAT

- HOTEL · BASE** — 平和台ホテル5 Heiwadai Hotel 5 Fukuoka · **092-732-5000** · 〒810-0054 Fukuoka, Chuo Ward, Imagawa 1-4-2 · *Start & end of loop · Hakata access · breakfast included*
- LUNCH · KM 38** — SURF SIDE CAFE Palm Beach Gardens · **092-809-1507** · 〒819-0202 Fukuoka, Nishi Ward, Nishinoura 285-B · *Westernmost point · ride tailwind home · bike parking*
- BIKE SHOP · MECHANICAL** — Cycle Base Asahi Itoshima Store · **092-321-3066** · 〒819-1107 Itoshima, Hataekikita 2-7-12 · *Daily 10:00–20:00 (Sun open) · 0.7 km off route near Maebaru*

PRESENT EMERGENCY CONTACTS

JAPAN EMERGENCY 119 Fire / ambulance · 24 h	POLICE 110 Incident reporting	HARBORVIEW DUTY LINE +81 92 XXX XXXX On-trip support
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BRIDGE · DAY-OF CHECKLIST

- **Weather** — check wind forecast before rolling out; westerly > 20 km/h makes the return hard.

→ **Pacing** — hold back on the outbound coast; the inland return always takes longer than you expect.
- **Water** — two bottles minimum from the start, top up at km 25 and km 55.

→ **Incident** — note your waypoint number before calling; it maps directly to the hospital on page 1.

Elevation min/max: 1–77 m · ascent 183 m · descent 184 m · 5 m hysteresis smoothing (sub-5 m GPS/DEM jitter excluded)