

Bikeways

(See descriptions below)

- Shared Roadway
- Separated Bikeway
- Bike Lane
- Multi-Use Trail
- Recreation Trail
- Difficult Connection

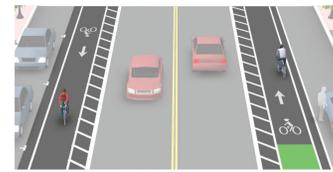
Points of Interest

- Rail Line
- BART Station
- ACE Station
- Bike Shop
- Park 'N' Ride
- Trailhead
- City Hall/Council Chambers
- Fremont Hub Shopping Center
- Fremont Family Resource Center
- Ohlone College

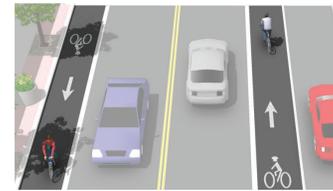
Most Comfortable for All Users: Multi-Use Trails



Comfortable for Most Cyclists: Separated Bikeways



Suitable for Confident Cyclists: Bike Lanes



Suitable for Experienced Cyclists: Shared Roadways



Locations for Use by Advanced Cyclists: Difficult Connections



STOP

Obey all traffic regulations. Riding predictably and following the law are the keys to safe on-street bicycling.

If you need to ride on the sidewalk, go slowly and use caution. Ride on the same side of the road as auto traffic. Give an audible warning when passing people.

Never ride against traffic in the street. Motorists and pedestrians are not looking for cyclists riding the wrong way down a street.

When necessary, use the entire travel lane. Move toward the center when the lane is too narrow for motorists to pass safely or when you're moving at the same speed as traffic.

When riding in a bike lane, ride on the left side of the lane—at least 4 feet from parked cars.

The "Door Zone" is the space along the left side of a parked car where an opening door can hit and seriously injure a cyclist.

Follow lane markings to cross an intersection. If you can't change lanes to turn left, then dismount your bicycle and cross the street as a pedestrian.

Original graphics courtesy of the City of Chicago

Traffic Signals

GETTING A SIGNAL TO CHANGE

TRAFFIC CAMERAS
More intersections are being installed with cameras to detect vehicles and bikes. Look up on the metal arm that holds the traffic signals to see if there are cameras. Cameras trigger the signal by detecting motion so if you aren't being detected, try waving your arms.

LOOP DETECTOR MARKING
Look for a bicycle loop detection symbol at many locations to note where to stop to get a green light. For best results, place your tires over the two white vertical lines. If the signal doesn't change, try tilting your bike to the side to trigger the detector.

Riding Safely

TIPS FOR STAYING SAFE

USE HAND SIGNALS

Use hand signals so that drivers know where you're going. Signal all your turns and stops ahead of time. Also, before turning, look over your shoulder for any traffic. Check and only move when it's safe.

MAKE EYE CONTACT
Confirming eye contact with motorists helps them know that you're on the road.

SEE, BE SEEN AND BE HEARD
Use lights at night or when visibility is poor. A white headlight and rear red reflector are required by law. Flashing lights are especially effective. Use bike reflectors, reflective clothing and a bell.

Original graphics courtesy of the Cities of Portland and Sacramento

511

bicycling.511.org

The Bay Area's resource for bicycling information. Here you'll find the new 511 BikeMapper, route maps, locations of lockers and racks, information on how to take your bike on public transit, and across Bay Area toll bridges, how to ride safely in traffic, tips on commuting, bicycle resources and more.

Bike East Bay

bikeeastbay.org

The EBBC safeguards the interests of bicyclists in Alameda and Contra Costa counties. The EBBC works with cities, counties, Caltrans, and other government agencies to improve conditions for cyclists. Membership benefits include the newsletter rideON, monthly meeting programs, and the opportunity to participate in "hands-on" efforts to improve cycling conditions.

Fremont Freewheelers Bicycle Club

www.fbc.org

The Fremont Freewheelers Bicycle Club (FFBC) is a non-profit club organized for the purpose of promoting all facets of bicycling, which includes leisure, recreational, touring and racing, always with an emphasis on bicycle safety and education.

Bike to Work Day
youcanbiketober.com

Bike to Work Day takes place annually on the third Thursday in May. See past events, get ready for next year's ride.

Metropolitan Transportation Commission (MTC)

Active Transportation Working Group
mtc.ca.gov/about-mtc/what-mtc/mtc-transportation/partnership-committees/active-bicycle+pedestrian-planning
mtc.ca.gov/work/plans-projects/bicycle-pedestrian-planning

Alameda County Transportation Authority (ACTC)

Bicycle and Pedestrian Program
www.alamedaactc.org/app_pages/view/3429
Congestion Management Program
www.alamedaactc.org/app_pages/view/5224

Types of Bikeways

See the *Legend on the other side for illustrations of these bikeway types.*

Multi-Use Trails

Multi-use trails are shared by pedestrians, bicyclists and other non-motorized traffic such as skaters and roller skates, and can either be paved or unpaved. There is no motor vehicle traffic on these facilities. These are comfortable for all riders and skill levels.

Separated Bikeways

Separated bikeways are on-street bike lanes with a wider gap separating bicycles from vehicle traffic. In Fremont, separated bike ways use striped buffers, delineators, K-rail or armadillos. These offer greater comfort to less-experienced bicyclists.

Bike Lanes

On-street bike lanes separate bicycles from vehicle traffic, using white striping, signing and pavement markings. These offer some level of comfort for less-experienced bicyclists but are suitable for the more experienced rider.



Lower bike rack.



Place bike in direction indicated on slot.



Secure support arm.

How to Load Your Bike

- Remove locks and bags.
- Make sure the driver sees you before stepping in front of the bus.
- Driver cannot provide assistance in loading.
- Squeeze and pull up on the rack handle to release it. Lower the rack until it clicks into place.
- Use the inside slot first. Two bikes will face in opposite directions.
- Lift your bike onto the rack, fitting the wheels into their respective slots.
- Pull out and raise the support arm over the top of the front tire as high up as possible.
- Do not lock your bike to the rack.
- AC Transit is not responsible for loss or damage to bikes.
- **Keep in Mind**
- Bicycles are allowed inside buses between midnight and 5:30 a.m., if the rack is full and there is room inside. Exception: Bicycles are never allowed inside MCTCs (the big green commuter coaches).

AC Transit Lost & Found: (510) 891-4706

www.actransit.org/riders/info/older-guides/bikes-on-buses/

Safe Bicycling Tips

Obey All Signs & Traffic Lights



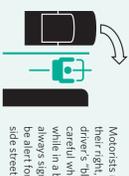
Bicycles must be driven like other vehicles if they are to be taken seriously by motorists. Never ride against traffic, no matter where you are riding.

Ride Consistently & Avoid the Door Zone



Ride as close as practical to the right except when preparing to make a left turn, or using a one-way street. The Door Zone is the 4 feet along the left side of a parked car where an opening door can hit and seriously injure a cyclist.

Use Caution When Passing



Motorists may not see you on their right, so stay out of the driver's "blind spot." Be very careful when overtaking cars while in the bike lane. Drivers don't always see you in the blind spot. Be alert for cars pulling out from side streets or driveways.

Use Hand Signals



Hand signals tell motorists what you intend to do, for example, to turn right. The direction of your turn signal as a matter of courtesy and safety, and as required by law.

Get A Green Light



If you come to a red light and see this symbol on the street, position your bike directly over it. Wait, and soon the light will turn green! If a car is already there, it will activate the light for you.

Go Slow On Sidewalks



Pedestrians have the right-of-way on walkways when you pass. Give an audible warning when you pass. Cross driveways and intersections at a walker's pace and look carefully for traffic.

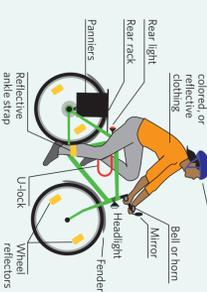
Avoid Road Hazards



Watch for sewer grates, slippery manhole covers, oily pavement, and gravel. Cross railroad tracks at right angles. Avoid potholes, bumps, and hazards, stand up on your pedals.

Commuting Tips

Use Proper Equipment and Safety Devices



Helmet
Bell or horn
Mirror
Headlight
Fenders
Rear light
Rear rack
U-lock
Wheel reflectors
Reflector
ankle strap
Panniers

Get a Green Light with a Loop Detector Stencil

Loop detectors are installed within the roadway to allow a change in the traffic signal. Many standard motor vehicle loop detectors can be calibrated to detect bicycles. At intersections, markings on the pavement indicate where a bicyclist should be positioned in order to activate the signal. A bicycle must be positioned on top of the center line striping of the loop detector pavement stencil in order to receive bicycle detection. If it doesn't work right away, try leaning your bike over to get more of the frame close to the detector.



BART

Hayward/ San Leandro/ Fremont/ Union City/ Dublin/ Pleasanton Local Telephone Number: (510) 241-2278

More BART riders are biking to and from stations every day. Although bikes are allowed on trains at all times, there are some important exceptions:

- Bikes are never allowed on crowded cars (there must be enough room to comfortably accommodate you and your bicycle)
- Bikes are never allowed on the first car of any train
- Bikes are not allowed in the first three cars during commute hours (7:00 to 9:00 AM and 4:30 to 6:30 PM)

Bikes are not allowed on escalators. Bicyclists must yield to other passengers and not block aisles or doors. If you are taking your bike on BART, it's your responsibility to know and follow all bike rules—please read them. For all bike rules, go to www.bart.gov/guide/bikes

AC Transit

www.actransit.org/riders/info/older-guides/bikes-on-buses/

Bike racks are on all AC Transit buses. Three-position bike racks are on every 40-foot bus and two-position bike racks are on the rest of the buses.

TRAINS

Amtrak

1-800-USA-RAIL

www.amtrak.com/biking-your-bicycle-onboard

Capital Corridor trains have six spots for bicycles with no reservation or bicycle fee required.

Altamont Commuter Express

www.aecrail.com

1-800-411-RAIL

Each bike car has 14 bike stalls with two additional stalls on the lower level. Regular coach cars have four additional bike tie-downs on the lower level. Look for the BICYCLE CA sign affixed to the door locations on the car.

Bicycling Myths

"I've Got to Stay Away from Cars."

How do you avoid collisions? Enter traffic as few times as possible. There is no danger in riding in a traffic lane, as motorists can see you there. The motorist who can see you will avoid you.

"I'm Most Likely to Be Hit from Behind."

Most car-bike accidents happen at intersections, when either the motorist or the bicyclist makes an unexpected turn across the other's path. In hope of avoiding a rear-end collision, some cyclists ride the wrong way - only to get in trouble at an intersection, because a turning motorist never saw them.

How do you get through intersections safely?

Merge with traffic well in advance of the intersection, and position yourself in the proper turning lane. Using turn signals beforehand informs others of your intent, so they can react appropriately.

"Motorists Don't Care about My Safety."

The vast majority of motorists are sane and rational people who will allow you right-of-way, even if it inconveniences them a little.

How do you stay on the good side of motorists around you? Make your riding behavior predictable and be courteous.

Courtesy of the General Transportation Council

Comfortable Routes for Commuters

Green Bike Lanes

Green bike lanes are intended to increase awareness of bicyclists in the roadway. They draw the attention of both cyclists and drivers to the "conflict zone," the area where the two may come into conflict, and they reinforce priority for bicyclists within the conflict zone. The green bike lanes do not change the layout nor the rules of the roadway, but serve to highlight the bike lane path through the conflict zone.



Buffered Bike Lanes

Buffered bike lanes provide an extra security measure for bicyclists and motorists along streets with high travel speeds and high volumes of traffic. Buffered bike lane features include an outer solid line and an inner dashed line with diagonal hatching in between. Fremont has plans to install physical barriers called delineators on select buffered bike lanes.



Fremont Welcomes Cyclists!

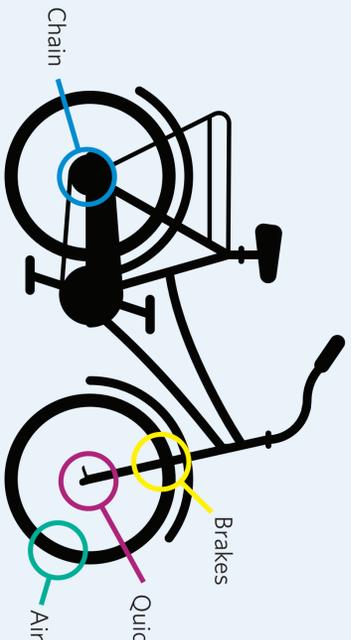
This map is produced through the guidance of the Fremont Bicycle and Pedestrian Technical Advisory Committee with the intent of educating community members about Fremont's extensive bikeway network.

Bicycle and Pedestrian Program

The City of Fremont's bicycle and pedestrian program's primary objective is to provide bicyclists and pedestrians with safe and accessible routes to all destinations within the City and outside the City, which are served by public roads, trails, transit, and rail. Please visit the City's Bicycle and Pedestrian Program website for additional information: www.fremont.gov/534/Bicycle-and-Pedestrian-Program

Bicycle Master Plan

The Fremont Bicycle Master Plan provides a blueprint for making bicycling an integral part of daily life in Fremont. The Bicycle Plan provides for a citywide system of bike lanes, bike routes, bike paths, bicycle parking, support facilities, and a variety of programs to allow for safe, efficient, and convenient bicycle travel within Fremont and connecting to destinations in adjacent cities. Please visit the City's Bicycle Master Plan website for additional information: fremont.gov/DocumentCenter/View/6919



Do the "ABC Quick Check" before You Ride

A is for AIR

Inflate tires to pressure listed on the sidewall of the tire. Use a gauge to ensure proper pressure.

B is for BRAKES

Bike pads should not be worn too thin or too against your wheel or tire. Brake levers should not pull all the way down to your handlebars.

C is for CRANKS AND CHAIN

Your cranks (the arms your pedals are attached to) should be bolted tightly. Make sure your chain connects smoothly to your gears and doesn't slip.

QUICK is for QUICK RELEASE LEVERS

Make sure your quick release levers are tight. They are usually found on your hubs (in the center of the wheel) and your seat post.

CHECK is for CHECK IT OVER

Check the bike over for loose or broken parts. Take a test ride to check braking and shifting.

Pedestrian Master Plan

The Fremont Pedestrian Master Plan guides the future development and enhancement of pedestrian facilities within the City and intends to make walking an integral mode of transportation in Fremont. This plan was developed with extensive input from the community and seeks to meet Fremont's needs and desires for pleasant, enjoyable, and safe places to walk. Please visit the City's Pedestrian Master Plan website for additional information: fremont.gov/DocumentCenter/View/34685

Bicycle and Pedestrian Technical Advisory Committee

The Bicycle and Pedestrian Technical Advisory Committee (BPTAC) is an advisory committee to staff in the City of Fremont's Transportation and Operations Department on matters pertaining to bicycle and pedestrian issues. The BPTAC meets the third Wednesday of the month (last meeting at 39550 Liberty Street, Fremont, CA 94538 in the Miles Room. Meeting time is 7:00 PM.

For more information please contact Rene Dalton at (510) 494-4535.

Local Bike Shops

Bike shops can help you choose the right bicycle for your needs, get a tune-up, buy safety gear, and learn the rules of the road. Visit these local businesses for help getting started.

Centipedal Bikes

3646 Thornton Ave., (510) 742-2265

Urban Bike Fitters

1205 Fulton Pl., (510) 897-6669

DICK'S Sporting Goods

43923 Pacific Commons Blvd., (510) 897-6475

The Bicycle Garage

5006 Mowry Ave., (510) 795-9622

Fremont REI

43962 Fremont Blvd., (510) 651-0305

Fremont Schwinn

4040 Papayan Way, (510) 656-8610

Fremont Municipal Code

<http://libary3.municode.com/nrc/docview/10734/15776>

Sec. 3-4103. Riding on sidewalks.

No person shall ride or operate a bicycle on any sidewalk in the city except as herein specifically permitted.

Juveniles under the age of sixteen years, exercising due care and giving the pedestrians the right-of-way, may ride and operate their bicycles upon the sidewalk, except such sidewalks as are in front of schools, stores, or buildings used for business purposes.

Persons riding bicycles on sidewalks shall do so in single file.

(Ord. No. 528, § 1.3-4-82)

Sec. 3-4104. Parking of bicycles.

No person shall park any bicycle against windows or on the main-traveled portion of the sidewalk, nor in such manner as to constitute a hazard to pedestrians, traffic or property.

(Ord. No. 528, § 1.3-4-82)

(Ord. No. 528, § 1.3-4-82)

For Emergencies, Call 911

Non-Emergency Numbers:

Police: (510) 790-6800

Fire: (510) 494-4200

Medical Services (Non-Emergency):

Kaiser Permanente

39400 Paseo Padre Parkway (between Walnut Avenue and Stevenson Boulevard)

(510) 248-3000

Washington Hospital

2000 Mowry Avenue (Cross Street is Civic Center Drive)

(510) 797-1111

Fremont Bikeway Map

