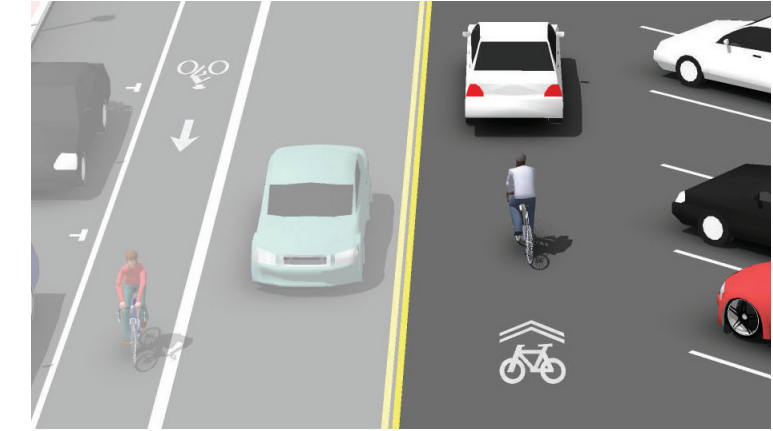
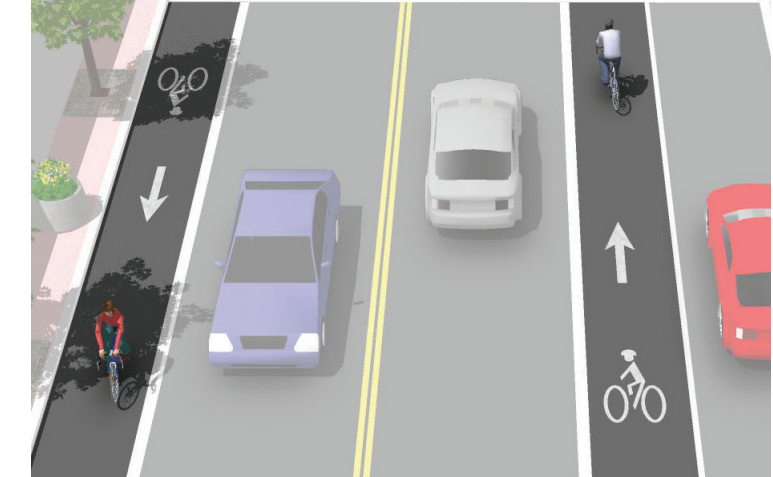


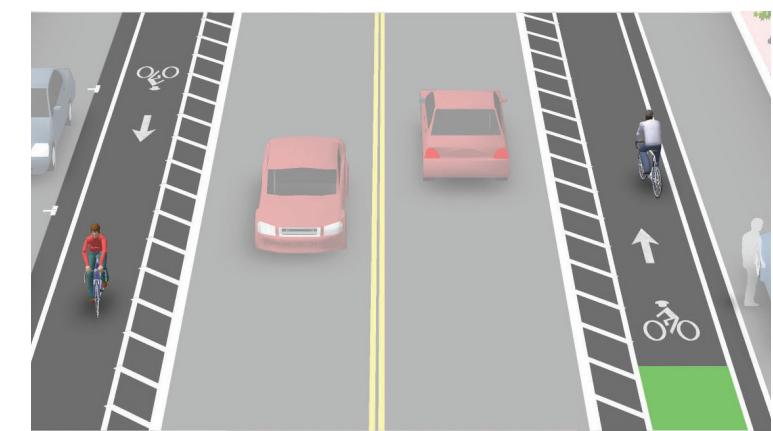
Suitable for Experienced Cyclists: Shared Roadways



Suitable for Confident Cyclists: Bike Lanes



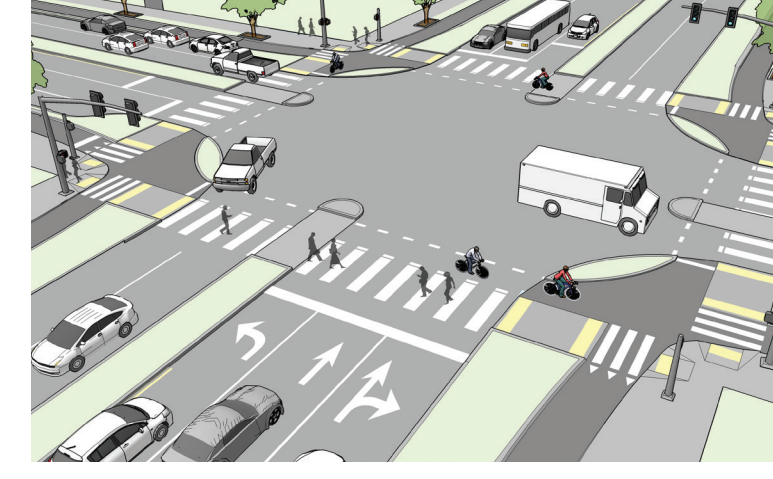
Comfortable for Most Cyclists: Buffered Bike Lanes



Comfortable for Most Cyclists: Separated Bikeways



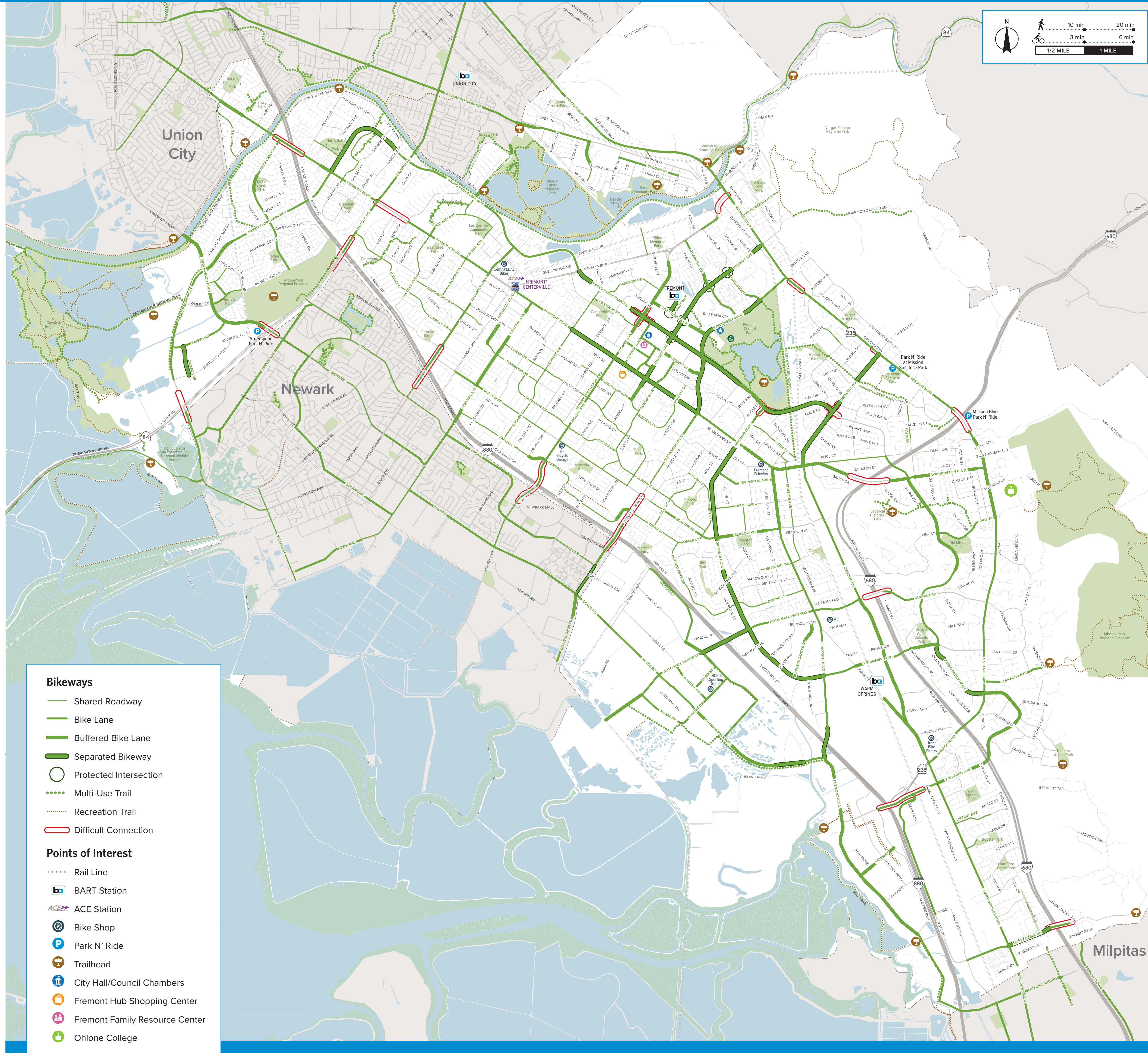
Comfortable for All Users: Protected Intersections



Most Comfortable for All Users: Multi-Use Trails



Locations for Use by Advanced Cyclists: Difficult Connections

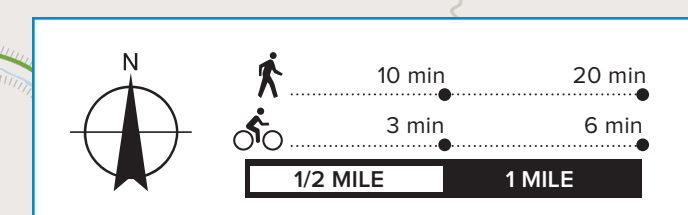


Bikeways

- Shared Roadway
- Bike Lane
- Buffered Bike Lane
- Separated Bikeway
- Protected Intersection
- 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



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

NO
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.

YES
Ride in a straight line. Avoid weaving in and out of the travel lane.

NO
Never ride against traffic in the street. Motorists and pedestrians are not looking for cyclists riding the wrong way down a street.

YES
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.

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

NO
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.

YES
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. 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

STOP **RIGHT** **LEFT**

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

Fremont Vision Zero

www.fremont.gov/2594/Fremont-Vision-Zero

The bold goal of Fremont's Vision Zero program is to eliminate fatalities and significantly reduce severe injuries. A Vision Zero approach accepts that people make mistakes and that crashes will happen, but seeks to prevent and operate the transportation system so that these crashes do not result in life-altering injuries or death.



Bike East Bay

bikeeastbay.org

The East Bay Bike Coalition works to safeguard 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.

Bike to Work/Wherever Day

bicycletowork.com

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

Metropolitan Transportation Commission (MTC)

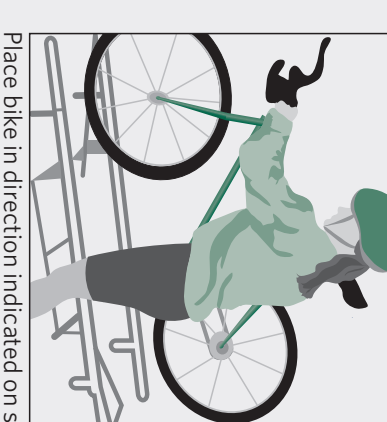
mtc.ca.gov/about-mtc/what-mtc/mtc-organization/partnership-committees/active-transportation-working-group

Bicycle, Pedestrian and Micromobility

mtc.ca.gov/about-mtc/what-mtc/mtc-organization/partnership-committees/bicycle-pedestrian-and-micromobility

Alameda County Transportation Commission (ACTC)

www.alameda.org/programs/projects/bicycle-and-pedestrian/



Place the bike in the direction indicated on sign.



Lower the bike rack.

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 MCTs (the big green commuter coaches).

AC Transit

www.actransit.org/bikes-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.

AC Transit Lost & Found
www.actransit.org/customer/customer-feedback/lost-and-found
(510) 891-4777

Types of Bikeways

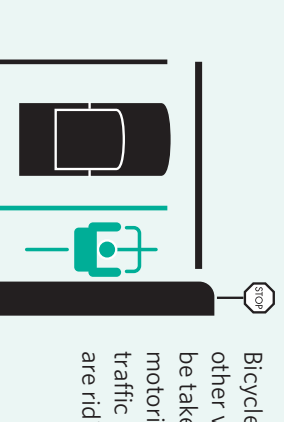
See the Legend on the other side for illustrations of these bikeway types.



Secure support arm.

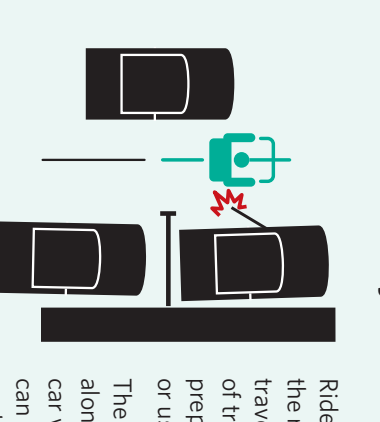
Safe Bicycling Tips

Obey All Signs & Traffic Lights



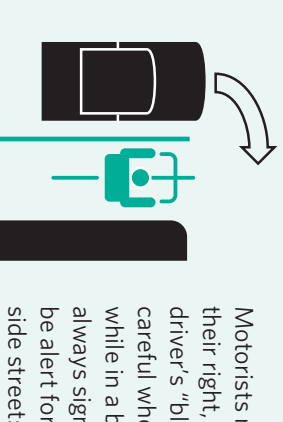
Bicycles must be driven like other vehicles if they are to be taken seriously by motorists. Never ride against traffic, no matter where you are riding.

Ride Consistently & Avoid the Door Zone



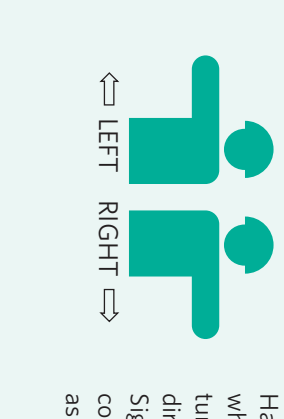
Ride as close as practical to the right except when speed is needed to avoid hazards, preparing to make a left turn, or using a one-way street. The Door Zone is the 4 feet along the left side of a parked car where an opening door can hit and seriously injure a cyclist.

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 or passing a cyclist. Always signal when passing. Also be alert for cars pulling out from side streets or driveways.

Use Hand Signals



Hand signals tell motorists what you intend to do for the direction of your turn. Signal a number of counties and safety, and as required by law.

Get A Green Light

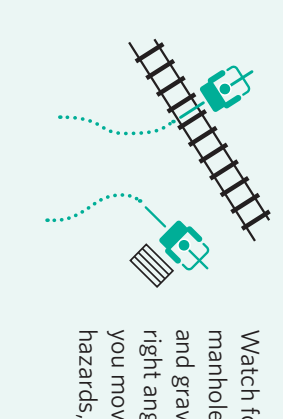
If you come to a red light, and see this symbol on the street, position your bike directly over it. Wait, and soon the light will turn green! If a car is already there, it will activate the light for you.

Go Slow On Sidewalks



Pedestrians have the right of way. 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 other road hazards. A wet or greasy road can make it difficult to control as you move across bumps and hazards, stand up on your pedals.

Developed by the City of Portland, Oregon Bicycle Program

Bicycle Maintenance

Do the "ABC Quick Check" before You Ride

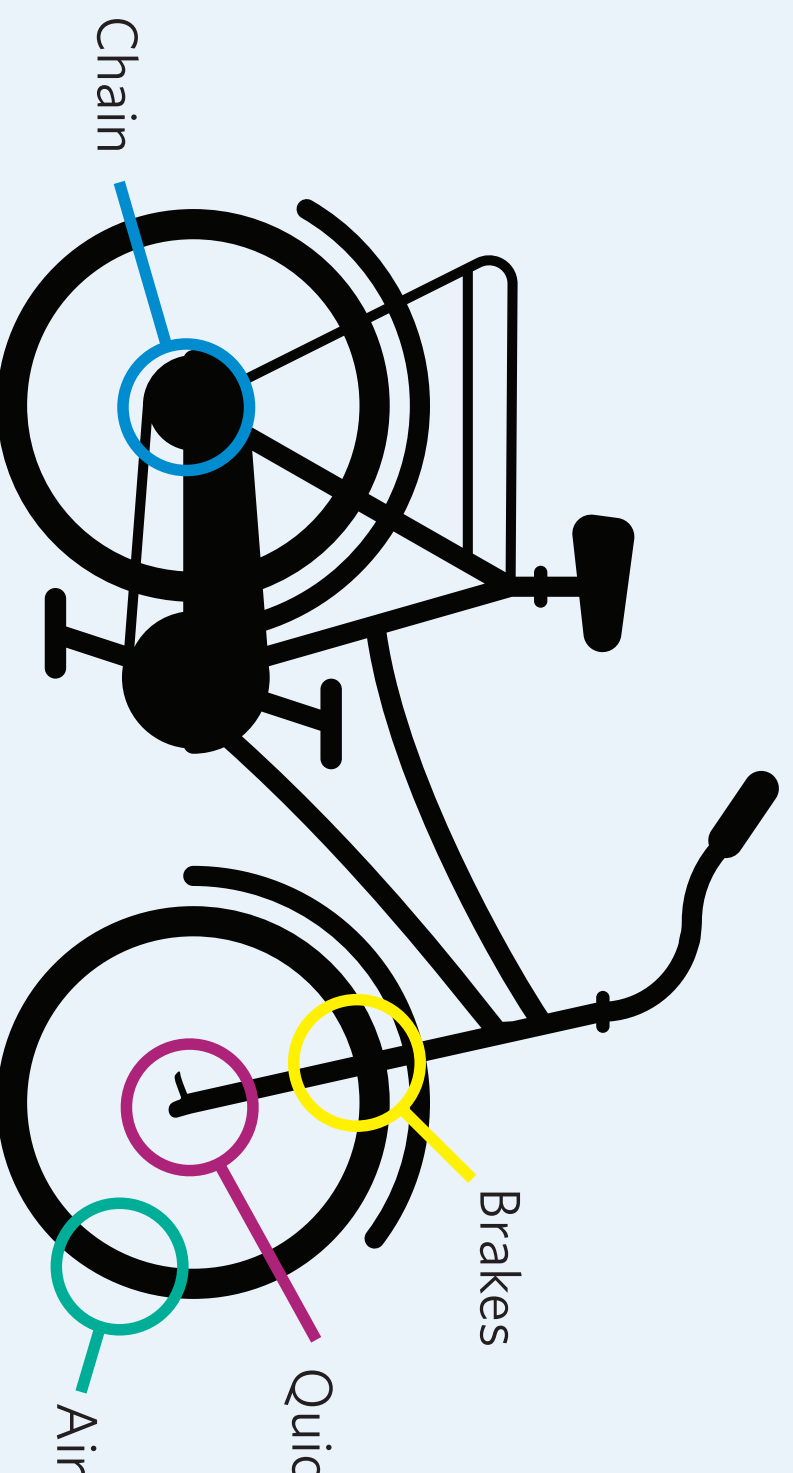
A is for AIR
Inflate tires to pressure listed on the sidewall of the tire. Use a gauge to ensure proper pressure.

B is for BRAKES
Bike pads should not be worn too thin or rub 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 OUT
Check the bike over for loose or broken parts. Take a test ride to check braking and shifting.



Source: The League of American Bicyclists. For more information visit www.theleague.org

Fremont Welcomes Cyclists!

This map is produced through the guidance of the Fremont Bicycle and Pedestrian Technical Advisory Committee with the intent of educating bicyclist 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

fremont.gov/DocumentCenter/View/6919

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 cities. Please visit the City's Bicycle Master Plan website for additional information: fremont.gov/DocumentCenter/View/6919

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

Mobility Commission

The Mobility Commission 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 Commission meets the third Wednesday of the month (as needed) at 39950 Liberty Street, Fremont, CA 94538 in the Mills Room, Meeting time is 7:00 PM.

For more information please visit
www.fremont.gov/mobilitycommission.

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.

- CentriPEDAL Bikes**
3636 Thornton Ave.
(510) 782-2285
- Urban Bike Fixers**
1205 Fulton Pl.
(510) 897-6669
- DICK'S Sporting Goods**
43923 Pacific Commons Blvd.
(510) 897-4475
- The Bicycle Garage**
5006 Mowry Ave.
(510) 795-9622

- Fremont Schwinn Cycles**
4040 Papazzan Way
(510) 656-8610
- Fix-Up Bike**
43006 Christy St.
(510) 859-5239
- Mobik Bikes**
1245 Fulton Pl.
(510) 926-6242
- Baylands Bicycles**
1611 St.
(510) 896-8451
- Fremont REI**
43962 Fremont Blvd.
(510) 651-0305

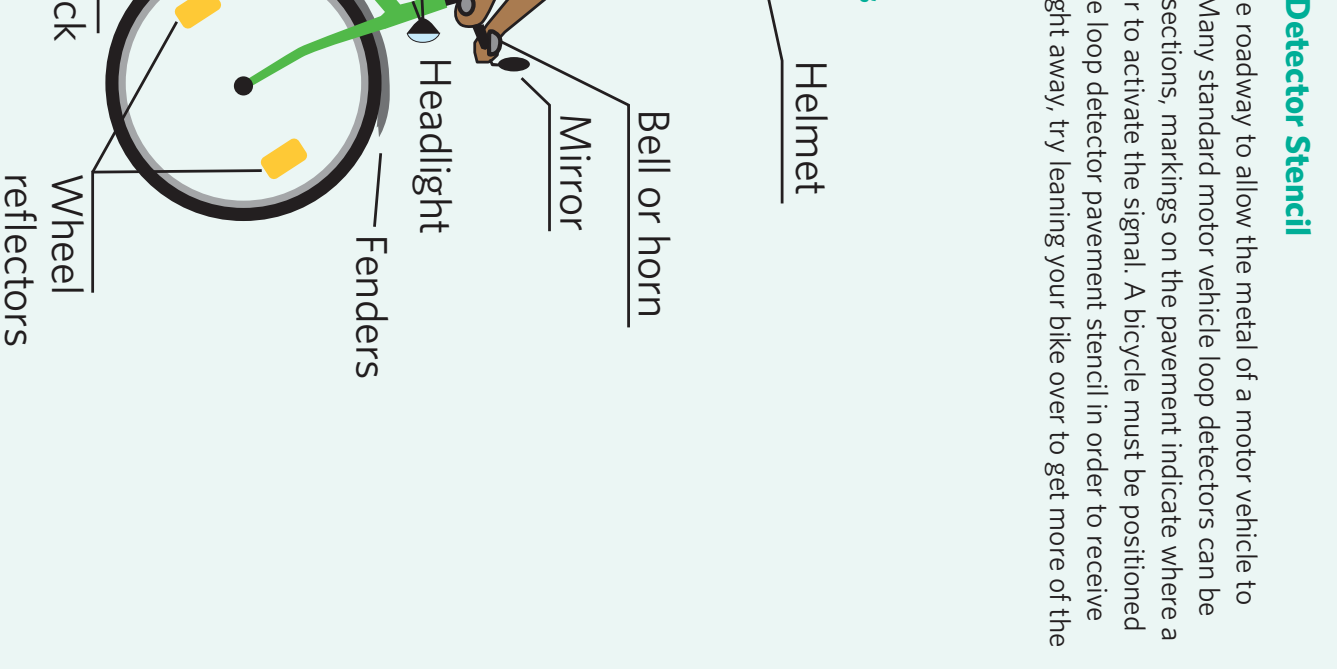
Lock Your Bike!
Bicycle theft is a common problem. Never leave your bike unlocked, not even for a second! Always use a high quality U-lock or cable lock.

Always lock the frame and front wheel to a secure rack or post, since wheels can often be easily removed from a bike (look to the left). For extra security, remove the front wheel and lock it with the frame and rear wheel (above right).

When leaving your bike for long periods or overnight, bring your bicycle indoors or lock in a secure location. Remove components that could easily be stolen such as the seat, lights, or fenders.

Comfortable Routes for Commuters
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.

Get a Green Light with a Loop Detector Stencil!
Loop detectors are installed within the roadway to allow the metal of a motor vehicle to trigger a change in the traffic signal. Many standard motor vehicle loop detectors can be calibrated to detect bicycles. An intersection, 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.



Commuting Tips

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

TRAINS
Amtrak
www.amtrak.com/bring-your-bicycle-onboard
1-800-USA-RAIL

Capital Corridor trains have six spots for bicycles every day. Regular coach cars have four additional bike tie-downs on the lower level. Look for the BICYCLE sign affixed to the door locations on the car.

Altamont Commuter Express
altamont.com/faqs/
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 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 Geneva Transportation Council

The designers, compilers, and publishers of this map disclaim any responsibility associated with the use of the maps or other contents, and shall not be held accountable for any loss, damage or injury to any person or property resulting from the use of Bikeways contained herein. Every individual shall assume full responsibility for their own safety and the safety of others while riding. Road and bikeway conditions are subject to changes which can render them unusable or unsafe. Always take of your own risk.