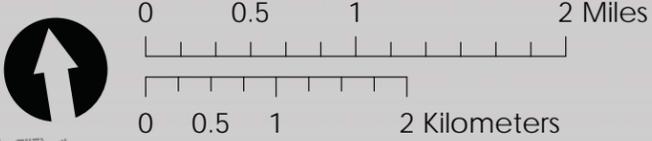


FREMONT BIKEWAY MAP



Legend

	Public Schools		Bicycle Shop
	Private Schools		Trail Head
	BART		AMTRAK - ACE/ Capitol Corridor
	Post Office		Library
	City Buildings		Hospital
	Fire Station		Transit

RECOMMENDED BICYCLE ROUTES

	Unpaved Trails Recreational Trails		Shared Roadways Recommended Bicycle Routes Along Lower Traffic Streets		Bike Lanes Striped Bicycle Lanes Along Lower Traffic Streets		Frontage Streets Shared Roadway Along Higher Traffic Frontage Streets
	Shared Use Paths Off Street Pathways Closed to Motor Vehicles		Shared Roadways Recommended Bicycle Routes Along Higher Traffic Streets		Bike Lanes Striped Bicycle Lanes Along Higher Traffic Streets		Difficult Connections These areas experience high volumes of traffic and less navigable cycling conditions such as freeway on and off ramps.

BICYCLE MAP + RESOURCES

FREMONT BIKEWAY MAP

December 2009

For Emergencies Call 911

Non-Emergency Numbers:

FIRE 510-494-4200

POLICE 510-790-6800

Medical Services (Non-Emergency):

KAISER PERMANENTE
39400 Paseo Padre Parkway
(between Walnut Avenue and Stevenson Boulevard)
Fremont, CA 94538
510-248-3000

WASHINGTON HOSPITAL
2000 Mowry Avenue
(cross street is Civic Center Drive)
Fremont, CA 94538
510-97-1111

Fremont Municipal Code

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.

Sec. 3-4104. Parking of bicycles.
No person shall park any bicycle against sidewalks or on the main-traveled portion of the sidewalk, nor in such manner as to constitute a hazard to pedestrians, traffic or property.

Sec. 3-4105. Loop detector stencils.
Persons riding bicycles on sidewalks shall do so in single file.

Sec. 3-4106. Loop detector stencils.
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. At intersections, markings on the pavement indicate where a cyclist 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.

Sec. 3-4107. Loop detector stencils.
Bike to Work Day takes place annually on the third Thursday in May.

Sec. 3-4108. Loop detector stencils.
http://www.bikeexp.com/streetsmarts

Sec. 3-4109. Loop detector stencils.
http://bayareabikes.org/btwd

Sec. 3-4110. Loop detector stencils.
http://www.bikeexp.com/streetsmarts

Transit

LOADING YOUR BIKE

- Let the driver know you will be loading your bike. DO NOT STEP IN FRONT OF THE BUS UNTIL THE DRIVER LETS YOU KNOW IT IS SAFE TO DO SO.
- Bikes can only be loaded at the front end of the bus from the curbside and under no circumstances can you bring your bike inside the bus. Also, though the driver can't get off the bus to help, the driver can give instructions on how to use the rack.
- Remember, instructions are also posted on the rack itself. It is a three-step process and generally takes no more than 30 seconds.

- If the rack is folded up, simply pull it down.
- Lift the bike up and fit it into the rack's wheel wells, which are labeled for the front and rear wheels. If no other bike is on the rack, use the space closest to the bus.
- After the bike is in the rack, simply lift the support arm up and over the front tire.

This arm should be in contact with the tire, not the fender or any other part of the bike. It is a good idea to make sure the support arm is in place before boarding the bus and don't forget to pay your fare.

Unloading Your Bike

- When you want to get off the bus, exit by the front door and tell the driver that you must get your bike. Unloading should always be done from the curbside.
- Raise the support arm off the front tire and lower it to its resting position.
- Lift your bike out of the rack and place it on the ground. If there is not another bike in the rack, please fold the rack back up. Step away from the bus and back towards the curb, allowing the bus a clear path to merge into moving traffic.

BUS <http://www.actransit.org>
(510) 691-4777

AC TRANSIT

Up to two bicycles can fit on the front rack of all AC Transit buses.

BART <http://www.bart.gov>
(510) 465-2278

Bikes are allowed on most trains, except those highlighted in the BART schedule. Bikes are never allowed on crowded cars. Bicyclists must yield to all other passengers and yield priority seating to seniors and persons with disabilities. It is the bicyclist's responsibility to know the BART schedule and BART's Bicycle Rules.

COMMUTE HOURS: Weekdays approximately 7:05 to 8:50 am and 4:25 to 6:45 pm.

- During evening commute hours, bicyclists traveling from the East Bay must exit at the Embarcadero Station (as indicated by the Fares and Schedules brochure).
- During morning and evening commute hours bikes are not allowed in the 12th and 19th Street Oakland Stations (as indicated by the Fares and Schedules brochure).
- Folded bikes are allowed on the trains at all times. During commute hours, folding bikes must be folded before entering the paid area at the Embarcadero, Montgomery, Powell, and Civic Center San Francisco Stations, and the 12th and 19th Street Oakland Stations. At all other stations, they may be folded on the platform, but must be folded before boarding a train.

TRAIN <http://www.amtrak.com>
<http://www.acerail.com>

AMTRAK: Capital Corridor Trains have a bicycle parking rack for patrons to store bicycles for the duration of their trip. Most rail cars can accommodate three bicycles.

Altamont Commuter Express: ACE Trains have space for 17-34 bicycles in the rear car.

Train Status and Schedules 1-800-USA-RAIL

Bicycle Commuting

SAFE BICYCLE RIDING Developed by the City of Portland, Oregon Bicycle Program

BE PREDICTABLE
Ride so drivers can see you and predict your movements. Remember that the rules in the drivers manual apply to bicyclists also.

BE ALERT
Ride defensively and expect the unexpected. Remember, bicyclists are more vulnerable.

BE EQUIPPED
Always wear a helmet. It's the law for 18 year-olds and younger. Use protective gear and wear visible clothing.

NEVER RIDE AGAINST TRAFFIC
Bicyclists must ride with traffic. Motorists are not looking for bicyclists riding on the wrong side of the road.

RIDING ON SIDEWALKS MAY BE PROHIBITED
Pedestrians have the right-of-way. Give them an audible warning before you pass. Watch for vehicles at driveways and intersections.

OBEY TRAFFIC SIGNS, SIGNALS, AND LAWS
Bicyclists must follow the same laws as motorists. Stop at red lights and stop signs just as you would in a car.

CHOOSE THE BEST WAY TO TURN LEFT
There are two ways to make a left turn: 1) Like an auto; signal, move into the left lane, and turn left. Do not turn left from the right lane. 2) Like a pedestrian; use the crosswalks and walk your bike across the sidewalk.

RIDE IN A STRAIGHT LINE
Ride in a straight line and far enough from parked cars so you can avoid suddenly opened doors. Riding in a straight line allows others to anticipate what you are likely to do.

DO NOT PASS ON THE RIGHT
Wherever you ride, be cautious-even when riding in a bike lane. When approaching an intersection or driveway, be especially cautious and do not overtake a vehicle on its right; it might turn right in front of you.

USE HAND SIGNALS
Hand signals tell others what you intend to do. Signal as a matter of courtesy and of self-protection.

RIDE IN THE MIDDLE OF NARROW LANES
When the lane is too narrow for a car to pass you safely, ride in the middle of the lane.

BE VISIBLE AT NIGHT
The law requires a strong headlight and a rear reflector or taillight at night or when visibility is poor. Wear light-colored clothes with reflective tape for extra protection.

SCAN THE ROAD AROUND YOU
Look ahead and anticipate what other traffic is likely to do. Watch for cars, people, pebbles, grates, etc. Learn to look back over your shoulder without losing your balance or swerving.

YOU MAY LEAVE A BIKE LANE
When overtaking a bicycle, making a left turn, avoiding a road hazard or other obstruction, or you are afraid a motorist might turn across your path, you may temporarily merge WITH CAUTION into the adjacent automobile lane for safety or better visibility.

RIDE OUTSIDE THE DOOR ZONE
Vehicular doors can extend into traffic and bike lanes by 2.5 to 5 feet when opened. Bicyclists can avoid suddenly opened doors by riding outside the door zone.

Types of Bikeways

Shared Use Paths

Shared Use Paths are essentially wide paved trails designed for shared use by bicyclists, pedestrians and other non-motorized traffic such as skate boards or roller skates.

Bike Lanes

Bike Lanes are striped and labeled with pavement markings as shown above.

Shared Roadways

Shared Roadways are streets designated as recommended bicycle routes. Shared Roadways are designed along both higher traffic and lower traffic streets. Shoulder width varies depending on the roadway.

Bicycle Shops

1	The Bicycle Garage	5006 Mowry Ave., Fremont	(510) 795-9622
2	Fremont REI	43962 Fremont Blvd., Fremont	(510) 651-0305
3	Fremont Schwinn	4040 Papazian Way, Fremont	(510) 656-8610
4	Newark Cyclery	37300 Cedar Blvd., Newark	(510) 793-4546
5	Bicycle USA	5753 Jarvis, Newark	(510) 793-6000
6	Witt's Bicycle Shop	22125 Mission Blvd., Hayward	(510) 538-8771
7	Castro Valley Cyclery	20515 Stanton Ave., Castro Valley	(510) 538-1878
8	Hank & Frank Bicycles	22656 Foothill Blvd., Hayward	(510) 582-6118

Bicycle Maintenance

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.
- Inspect pads for wear; replace if damaged.
- Check pad adjustment; make sure pads do not rub tire or dive into spokes.
- Check brake level travel; at least 1" between bar and lever when applied.

B is for Brakes

- Make sure that your crank bolts are tight; lube the threads only, nothing else.
- Check your chain for wear; 12 links should measure no more than 12 1/8th inches.
- If your chain skips on your cassette, you might need a new one or just an adjustment.

C is for Cranks, Chain and Cassette

is for Quick Release

- Hubs need to be tight in the frame.
- 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.
- 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.

Reproduced with permission from the League of American Bicyclists. For more information visit www.bikeleague.org

Fremont Welcomes Cyclists!

This map is produced through the guidance of the Fremont Bicycle and Pedestrian 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 new Bicycle and Pedestrian Program website for additional information: <http://www.fremont.gov/index.aspx?NID=534>.

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 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: <http://www.fremont.gov/index.aspx?NID=649>.

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: <http://www.fremont.gov/index.aspx?NID=645>.

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.

Meeting Times
Third Wednesday of the month (as needed)
39550 Liberty Street Fremont, CA 94538
Niles Room
7:00 P.M.

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

BICYCLING MYTHS
(Courtesy of the Genesee Transportation Council)

"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, motorists can see you there. The motorist who can see you will avoid you.

(Collisions with cars account for only one-sixth of all bike accidents. You're just as likely to collide with another bike, or a dog, or fall without colliding with anything.)

"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.

Bicycling Resources

<http://bicycling.511.org/>

<http://www.ebbc.org/>

<http://www.ffbc.org/>

Metropolitan Transportation Commission (MTC)
Regional Bicycle Working Group
<http://www.mtc.ca.gov/planning/bicyclespedestrians/index.htm>

Alameda County Transportation Authority
Rochelle Wheeler
Countywide Bicycle and Pedestrian Coordinator
Contact: 510-893-3347 ext. 121
Email: rwheeler@acta2002.com
<http://www.acta2002.com/bikeped.html>

Alameda County Congestion Management Agency (ACMA)
Countywide Bicycle Plan
<http://www.acma.ca.gov/pages/HomeBicyclePlan.aspx>

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.

The EBCC safeguards the interests of bicyclists in Alameda and Contra Costa counties. The EBCC 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.

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.