

Legend:

- On-Road Bicycle Facility Classifications
 - Bike Lanes or Shoulders
 - No Shoulders
 - Low to Moderate Traffic
 - Variable Shoulder Widths
 - Moderate to High Traffic Volumes
 - Limited or No Shoulders
 - Higher Traffic Volumes
 - Off-Street Bike Paths
 - Recommended Rides
- Freeway
- Park and Ride Lots
- Railroad
- Amtrak Rail Station
- Transit Center
- Ferry Routes
- Bike Lockers
- Trailhead Facilities
- Schools
- Bike Shops
- Uphill Climb (in direction of arrow)

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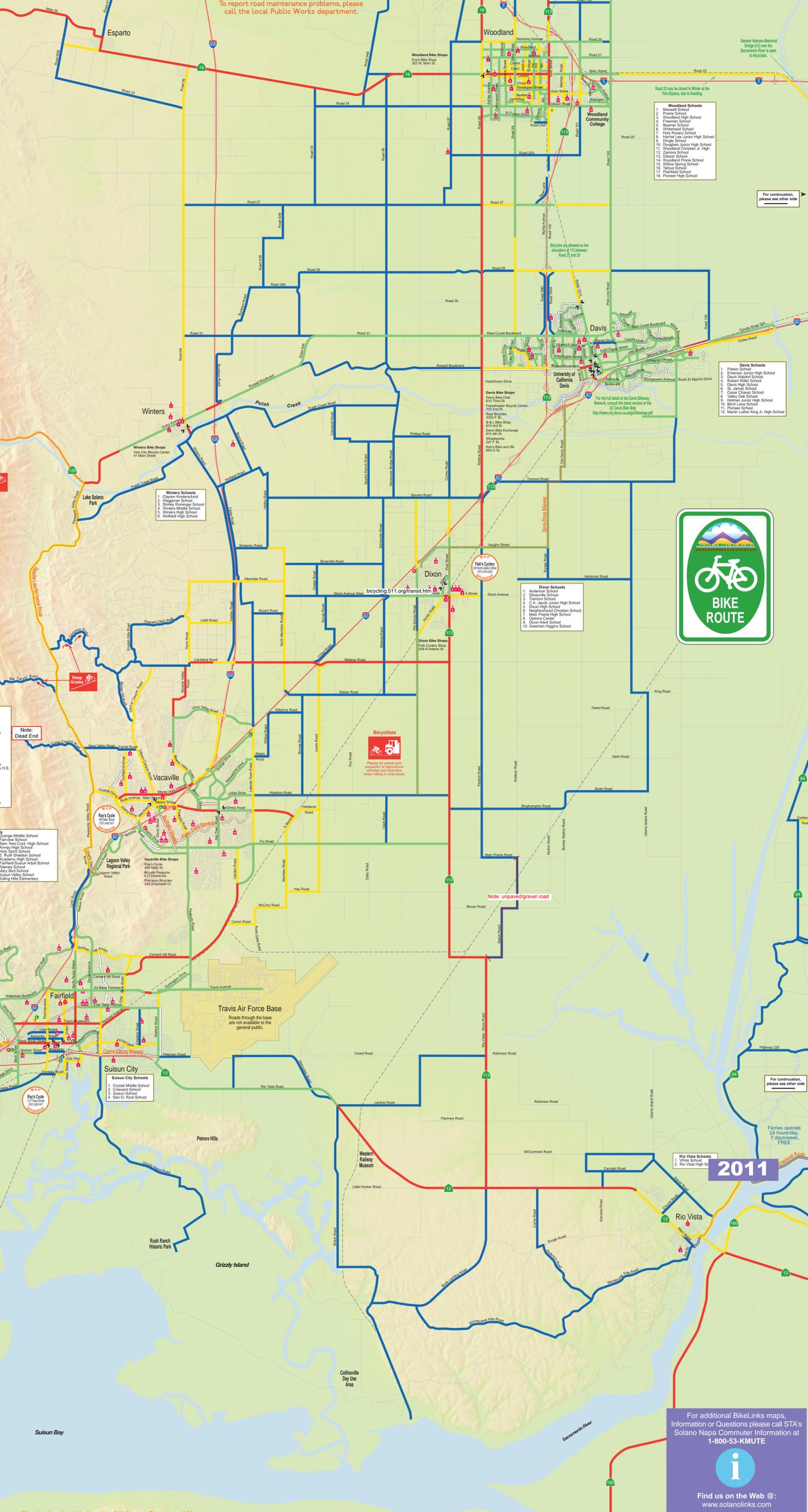
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Solano Napa Commuter Information
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www.solanoinlinks.com/commuterinfo



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 3. Suisun School
 4. Dan O. Root School

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Bicycling Tips

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. 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.

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.

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

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.

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

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.

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 into your path, you may temporarily merge WITH CAUTION into the adjacent automobile lane for safety or better visibility.

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.

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

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.

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.

Bicycle Myths

(Courtesy of the Genesee Transportation Council)

"I'VE GOT TO STAY AWAY FROM CARS."

Being in traffic isn't inherently dangerous - but entering traffic is.

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.

Bicycle Helmets and California's Helmet Law

California Law requires all persons under 18 years of age to wear "a properly fitted and adjusted bicycle helmet" that meets ANSI, SNELL, ASTM or CPSC standards, when operating or riding as a passenger on a bicycle. It is strongly recommended that all cyclists wear an approved helmet every time they ride. For information about helmet programs and discount purchase, call (800) 53-KMUTE.

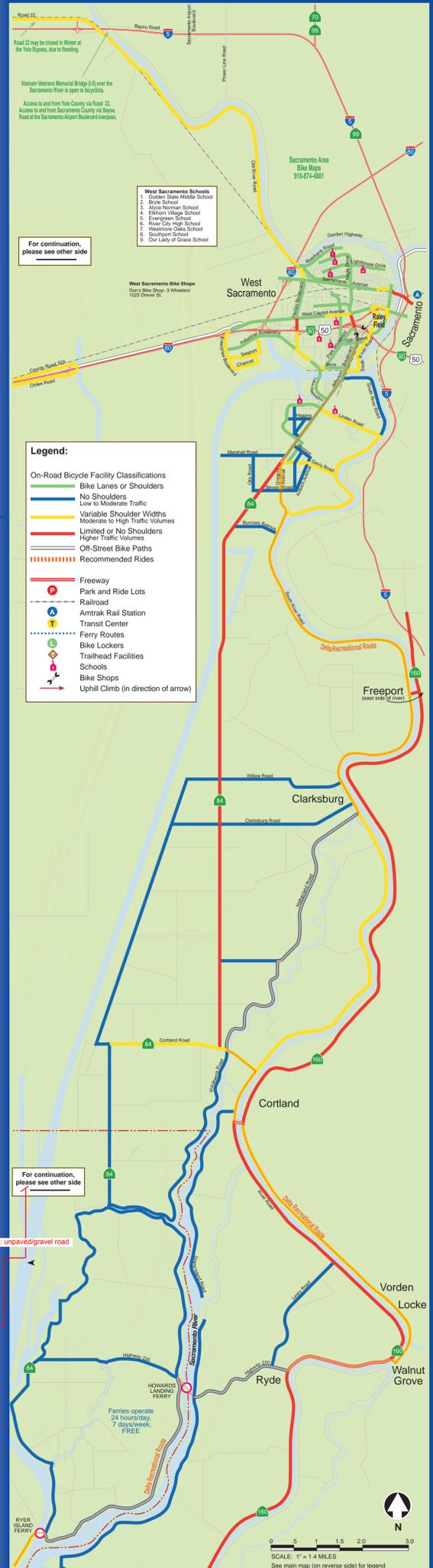
Instructions for Loading your Bike on Buses

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, the driver can't get off the bus to help, but he or she can tell you 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.

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.



Bikeway Classifications and Descriptions

The three types of Bikeways described by Caltrans in Chapter 1000 of the California State Highway Design Manual Are as follows.



Class I Bikeway

Typically referred to as a multi-use path provides a completely separated right of way from motor vehicle traffic for the exclusive use of bicycles and pedestrians. Multi-use paths are also open to strollers, wheelchairs, etc. Cross flow of vehicle traffic on multi-use paths is minimized. The minimum paved width for a multi-use path is eight feet.



Class II Bikeway

Typically referred to as a bike lane, a Class II Bikeway provides a striped, stenciled, and signed lane for one-way travel on a street or highway. Minimum width for bike lanes varies depending on adjacent parking, curb type, and striping. Typically, the minimum travel width for bicycles in a bike lane is four to five feet. Sometimes, especially near intersections, the bike lane may disappear. Cars are permitted to use the bike lane for turning and pulling into and out of parking spaces and driveways. It is illegal for cyclists to leave the bike lane to avoid obstacles, to turn left, pass other bicyclists, or when going as fast as car traffic. Always carefully check for traffic before leaving the bike lane.



Class III Bikeway

Typically referred to as a bike route, provides for shared use of a roadway with motor vehicle traffic and pedestrians and is only identified by signing. No minimum width standards apply to Class III facilities.



Rural Roadways

Solano County contains miles of rural roadways, many of which are appealing to cyclists because they provide scenic or challenging rides for recreation and the link to popular destinations. In many locations along these roads, bike lanes simply are not feasible so cyclists use striped shoulders where they are suitable or are required to share the roadway with motorists. The law does not require cyclists to ride to the right in narrow traffic lanes because it is often safest to "take the whole lane" in such circumstances. However, cyclists must be responsible for their actions, factors such as your speed, the speed and volume of other traffic, road grades, and surface quality may help you decide where to ride on rural roadways and narrow streets.

Unique Cycling Experiences

Here are a few tips that cover some of the unique experiences you might encounter on your ride.



Delta Ferries

Ferries operate 24 hours a day, 7 days a week, 365 days a year. They are free.



Drawbridge Safety

Use caution when crossing drawbridges, as the open metal deck can be slippery.



Riding in Rural Areas

Please be aware and respectful of agricultural vehicles and activities when riding in rural areas.



Rural Roadways

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Recommended Rides

The recommended rides, listed below, are highlighted on the map by a dashed orange line along the corresponding trails and roads.



Fairfield Linear Park, for families and children to ride in a right-of-way separated from roadways.



The Delta Loop, a more challenging scenic ride for the more experienced rider looking to ride a loop of fifteen or more miles along winding levee roads between Rio Vista to West Sacramento.



Note: Dead End
Alamo Creek Bike Route in Vacaville offers a serene and safe cycling experience for the entire family.



Note: Dead End
Dixon-Davis Bike Route connects Solano and Yolo counties with an easy and flat ride.



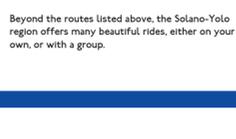
Solano Bikeway runs north from Vallejo. It provides a bikeway parallel to I-80. When repairs are completed to Mc Gary Road, it will connect Vallejo to Cordelia.



Montezuma Hills, located south of Rio Vista, offers serious riders a challenging rural route with hilly terrain and often very windy conditions.



The Yolo Causeway Bike Path along I-80 is a popular bicycle commute route between West Sacramento and Davis.



Beyond the routes listed above, the Solano-Yolo region offers many beautiful rides, either on your own, or with a group.

Bikes on Bridges

The Zampa Bridge connects Vallejo to Crockett. It is 1.6 miles long and is located on the west side of the bridge.



Bikes on the Vallejo Ferry

Bicycles are allowed on most Bay Area transit systems (usually no extra fee), with various restrictions. For the most up to date and detailed information, visit bicycling511.org/transit.htm or call 511 from any SF Bay Region area code.



AMTRAK

Bikes may be carried onto Capitol Corridor trains at no extra charge. Three bike racks are available on a first-come, first-serve basis in the bi-level California cars. A copy of AMTRAK's own Bicycle Policy is available from Solano Commuter Information to carry with you if needed. Call (800) 53-KMUTE for a copy of the policy. On connecting AMTRAK buses to San Francisco, bikes may be placed in the luggage compartment.



Long-term bicycle parking locations
Call for locker availability information

Fairfield Transportation Center
Caldessa Drive off Beck Avenue
Total of 16 lockers available
(707) 428-7635

Suisun City Park and Ride Lot
Main Street and Highway 12
3 Lockers with capacity for 6 bicycles
(800) 834-3032

Vacaville Davis Street Park and Ride Lot
Davis Street at I-80
4 Lockers with capacity for 8 bicycles
(707) 449-5424

Vacaville Cliffside Park and Ride Lot
Cliffside Drive at I-80
2 Lockers with capacity for 4 bicycles
(800) 834-3032

Vallejo Park and Ride Lot
Cortola and Lemon Streets
4 Lockers with capacity for 8 bicycles
(707) 648-4666

Vallejo Ferry Terminal
BayLink Ferry Terminal
8 Lockers with capacity for 16 bicycles
(707) 648-4349



The Solano Transportation Authority, the Yolo-Solano Air Quality Management District and the Bay Area Air Quality Management District work together to Spare the Air.



About the Solano Transportation Authority

The Solano Transportation Authority was formed in 1990 under a Joint Powers Agreement to act as Solano County's Congestion Management Agency as directed by federal legislation. The STA is responsible for transportation planning, inter-agency coordination, and programming of federal transportation funds in Solano County for its eight member agencies: Benicia, Dixon, Fairfield, Rio Vista, Solano County, Suisun City, Vacaville, and Vallejo. The STA also provides countywide planning for the development of roads, transit, rideshare, rail, bicycle and pedestrian facilities. Other responsibilities include the management of Solano Paratransit, Solano Express intercity services, and the Solano Napa Commuter Information Program.



The BikeLinks Map is developed to encourage residents and visitors to bicycle by designating the suitability and comfort of many of the roads in Solano County.

The STA and SNCI recognize that:

Bicycling is a viable form of transportation that can be used for commuting to work or school, running errands, and for recreation.

Bicycling improves physical health and can give a sense of independence and freedom.

Bicycling enhances our ability to experience and interact with the vibrancy of our communities, something that is very difficult to do when inside a car.

Bicycling is economically efficient, costing the commuter bicyclist on an annual basis approximately one-quarter as much as driving.

Bicycling is a renewable form of transportation and is non-polluting. Bicycling reduces the consumption of fossil fuels, alleviates traffic congestion, and improves the region's air quality.

The Solano BikeLinks Map was developed by staff at the Solano Transportation Authority, Solano Napa Commuter Information, and the citizen-based Solano Bicycle Advisory Committee (BAC). Many thanks to the members of the BAC and the other volunteers for their time and efforts.

A big thank you to our community sponsors, Authorized Bicycles, Fisk's Cycles, Ray's Cycle, GW Print Media and Solano Cycling Club.

For additional information about bikes on public transit, community bike clubs, bike safety and advisory committees, call SOLANO NAPA COMMUTER INFORMATION at (800) 53-KMUTE.

STA's Bicycle Program

The Solano Transportation Authority has been working with its member agencies and a number of non-governmental groups to increase public awareness and promote bicycling as an environmentally sound, viable commute alternative since its inception in 1990. The STA adopted its first Countywide Bicycle Plan in 1995. Much progress has been made since the original plan with the development of many regional bikeway segments. Of the county's 416 miles of regional roadway, approximately 130 miles now contain bike lanes and more than 14 miles of off-street multi-use paths have been developed.



Solano Napa Commuter Information

STA's Solano Napa Commuter Information (SNCI) Program supports and promotes bicycling programs in Solano County. SNCI promotes bicycling as a commute mode, develops bicycle maps, provides bridge, transit, and shuttle information for cyclists who use bikes on transit, promotes bicycle safety and education programs, works with employers and the Bicycle Advisory Committee to develop these programs, and promotes California's Bike to Work/School Week.

Solano BAC

An important component of the STA's Bicycle Program is the Solano Bicycle Advisory Committee (BAC), which is comprised of representatives and staff from the STA's member agencies. The BAC meets on a regular basis to review and recommend countywide bicycle projects for state and federal funding. The BAC also continues to promote the bicycle as a viable means of transportation.



Disclaimer

The designers, compilers, sponsors, 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 all risk for potential injury. No guarantee or warranty is made or implied as to the safety, condition, suitability or fitness of the bikeways and other routes shown herein. Road and bikeway conditions are subject to changes which can render them unusable or unsafe. Those areas designated as "Rural Roads" are informal routes which are not recognized as officially designated bikeways; use extreme caution. Always bike at your own risk.

For Emergencies Call



Non-Emergency Numbers:

	Police	Fire
Benicia	(707) 745-3412	(707) 746-4275
Davis	(530) 756-3740	(530) 757-5684
Dixon	(707) 678-7080	(707) 678-7080
Fairfield	(707) 428-7300	(707) 428-7300
City of Napa	(707) 257-9223	(707) 257-9590
Napa Co. Sheriff	(707) 255-4451	
Napa Co. Fire	(707) 963-3601	(707) 374-2233
Rio Vista	(707) 374-6337	
Solano Co. Sheriff	(707) 421-7090	(707) 425-9133
Suisun City	(707) 421-7373	(707) 449-5200
Vacaville	(707) 449-5200	(707) 648-4526
Vallejo	(707) 648-4321	(916) 373-5840
West Sacramento	(916) 372-2044	(530) 795-2261
Winters	(530) 795-2261	(530) 661-5860
Woodland	(530) 666-2441	(530) 666-8822
Yolo Co. Sheriff	(530) 666-8822	

Medical Services (Non-Emergency)

Kaiser Vacaville 3700 Vaca Valley Parkway, Vacaville (707) 453-5000
Kaiser Vallejo 975 Sereno Drive, Vallejo (707) 651-0000
Northbay Medical 1200 B. Gale Wilson Boulevard, Fairfield (707) 429-3600
Sutter Davis Cowell Boulevard at Highway 13, Davis (800) 745-0227
Vaca Valley Hospital 1000 Nuts Trees Road, Vacaville (707) 446-4000
Woodland Memorial 1325 Cottonwood St., Woodland (530) 662-3961

2011 Solano Yolo BikeLinks Map



Includes portions of Sacramento and Napa Counties



Provided by:

Solano Transportation Authority
Solano Napa Commuter Information
Solano Bicycle Advisory Committee
Yolo-Solano Air Quality Management District