

BIKE/TRANSIT CONNECTIONS

Bikeways are divided into classes. Choose the route that is most suitable for your skills and comfort level.

Class I – Shared Use Path

Class I facilities are off-street paths completely separated from vehicle traffic. They are suitable for all bicyclists.

Class II – Bicycle Lane

Class II bikeways are dedicated on-street bicycle lane facilities separated by a painted white line for bicycles to travel adjacent to vehicle traffic. These are suitable for experienced riders or those traveling in groups.

Class IIB – Buffered Bicycle Lane

Class IIB bikeways are dedicated on-street bicycle lane facilities separated by a painted buffer for bicycles to travel adjacent to vehicle traffic. These are suitable for experienced riders or those traveling in groups.

Class III – Bicycle Route

Class III routes are bike routes where bicyclists share the lane with motor vehicles as there is no separation from vehicle traffic, and may even use the full lane. Where motor vehicle speeds or volumes are high, these routes are suitable for more experienced riders.

Class IIIB – Bicycle Boulevard

Class IIIB routes are typically along local streets where traffic calming features are present. These routes prioritize bicyclists, but bicyclists share the lane with motor vehicles as there is no separation from vehicle traffic and may even use the full lane. These are suitable for more experienced riders.

Class IV – Separated Bikeway

Class IV bikeways are dedicated on-street bikeway facilities separated by a physical barrier from vehicle traffic. These are suitable for all bicyclists.

Expressway

Expressways generally carry high volumes of traffic at high speeds. These are suitable for the most experienced riders.

BIKE/TRANSIT CONNECTIONS

Bicycles can be accommodated on all public transportation in the Bay Area except on the San Francisco Muni Metro and on historic streetcars and cable cars.

Caltrain

Bicycles are welcome on all trains at all times as long as there is space. Look for the yellow sticker which designates the proper car. Call 800.660.4287 for helpful destination tags for your bike.

VTA Buses

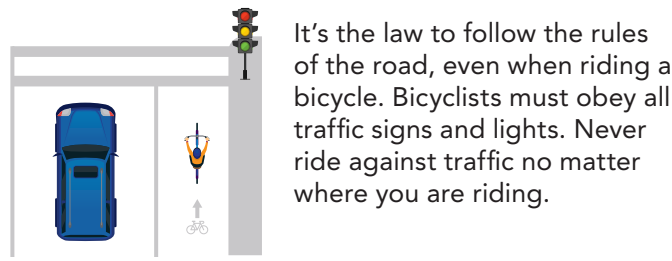
All VTA buses are equipped with an exterior bike rack that can accommodate up to two bikes. If the rack is full, up to two bikes will be allowed inside the bus subject to the driver's discretion. Visit the VTA website for more information about VTA bus stops and bus routes at www.vta.org.

VTA Light Rail

All light rail vehicles are equipped with interior bike racks. Up to six bicycles are allowed inside a light rail vehicle. Bikes must board through the center doors and are restricted to the designated area.

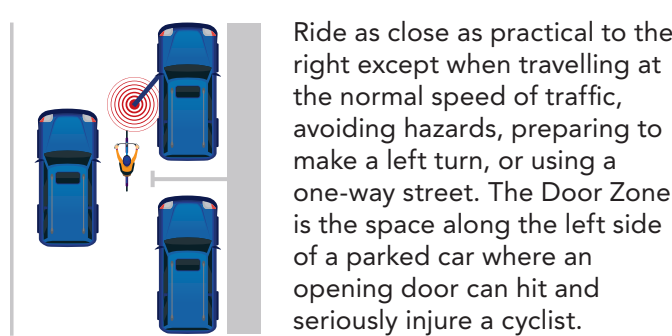
Safety Tips Safety

Obey All Signs & Traffic Lights



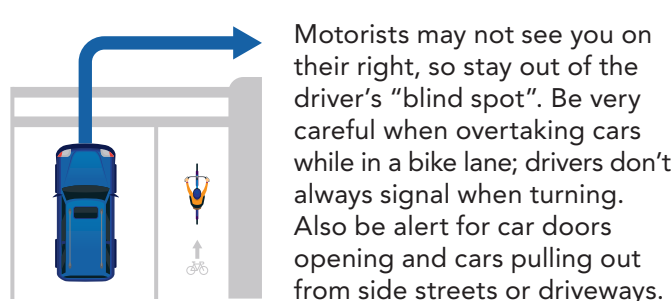
It's the law to follow the rules of the road, even when riding a bicycle. Bicyclists must obey all traffic signs and lights. Never ride against traffic no matter where you are riding.

Ride Consistently & Avoid the Door Zone



Ride as close as practical to the right except when travelling at the normal speed of traffic, avoiding hazards, preparing to make a left turn, or using a one-way street. 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.

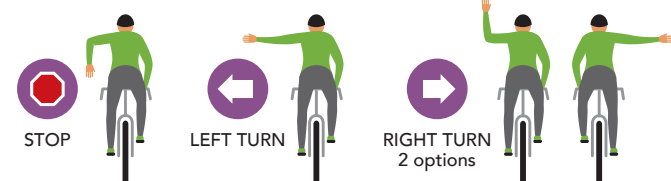
Use Caution When Passing



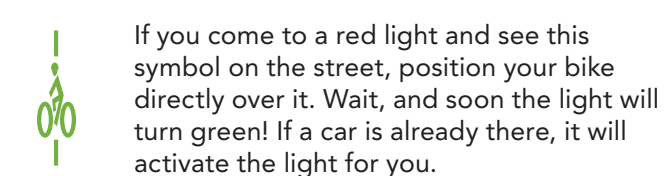
Motorists may not see you on their right, so stay out of the driver's "blind spot". Be very careful when overtaking cars while in a bike lane; drivers don't always signal when turning. Also be alert for car doors opening and cars pulling out from side streets or driveways.

Use Hand Signals

Hand signals tell motorists what you intend to do. For turn signals, point in the direction of your turn. Signal as a matter of courtesy and safety, and as required by law.



Get a Green Light



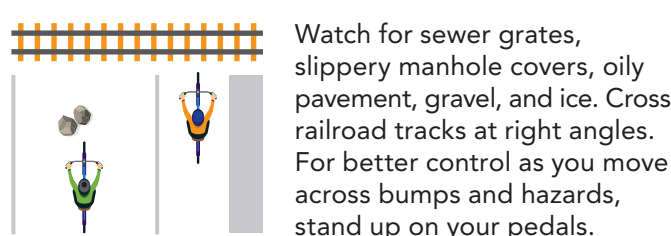
If you come to a red light and see this symbol on the street, position your bike directly over it. Wait, and soon the light will turn green! If a car is already there, it will activate the light for you.

Go Slow On Shared Paths



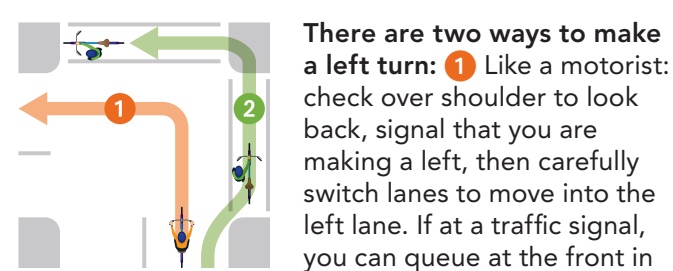
Pedestrians have the right of way on paths and walkways. You should give an audible warning before you pass. Cross driveways and intersections at a walker's pace and look carefully for traffic.

Avoid Road Hazards



Watch for sewer grates, slippery manhole covers, oily pavement, gravel, and ice. Cross railroad tracks at right angles. For better control as you move across bumps and hazards, stand up on your pedals.

Choose the Best Way to Turn Left



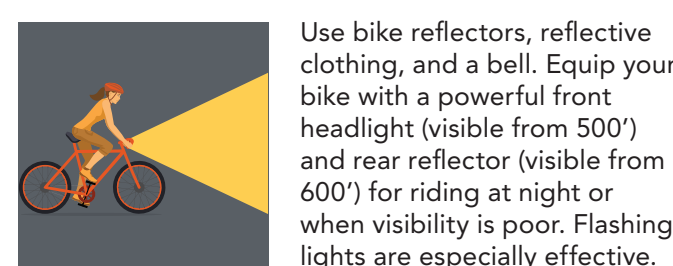
There are two ways to make a left turn: 1 Like a motorist: check over shoulder to look back, signal that you are making a left, then carefully switch lanes to move into the left lane. If at a traffic signal, you can queue at the front in the left turn lane and make a left turn once permitted. Otherwise, once oncoming traffic is clear, make a left turn when safe to do so. 2 Like a pedestrian: if crosswalks are present at the intersection, walk your bike across when the pedestrian light is green. When you reach the opposite side, wait for the walk signal and walk your bike across.

Ride a Well-Equipped Bike



Outfit your bike with a good bike lock, tool kit, and fenders. Wear a hard-shell helmet whenever you ride (required by law for cyclists under 16 years old).

See and Be Seen at Night



Use bike reflectors, reflective clothing, and a bell. Equip your bike with a powerful front headlight (visible from 500') and rear reflector (visible from 600') for riding at night or when visibility is poor. Flashing lights are especially effective.

What is a HAWK Beacon?

A HAWK Beacon (High-Intensity Activated crossWalk) is a pedestrian warning device that helps people safely cross busy streets. See the guide below on what to do when you approach a HAWK Beacon.

DRIVERS		PEDESTRIANS	
...will see this	...will do this	...will see this	...will do this
	Proceed as Normal		Push the Button to Activate the HAWK Beacon
	Slow Down Pedestrian has activated the HAWK Beacon		Wait
	Prepare to Stop Pedestrian will begin to cross soon		Continue to Wait
	STOP! Pedestrian in crosswalk		Start Crossing with Caution
	STOP! Proceed with Caution if Clear		Continue Crossing During Countdown Signal
	Proceed as Normal		Push the Button to Activate the HAWK Beacon

ABC Quick Check

- 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**
Brake 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 skip.
- 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.

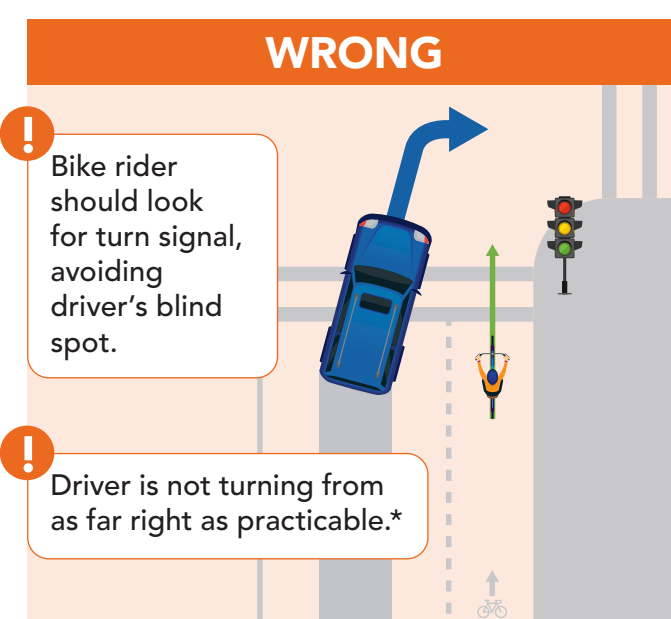
CHECK is for CHECK IT OVER

Check the bike over for loose or broken parts. Take a test ride to check braking and shifting. Source: The League of American Bicyclists. For more information visit www.bikeleague.org

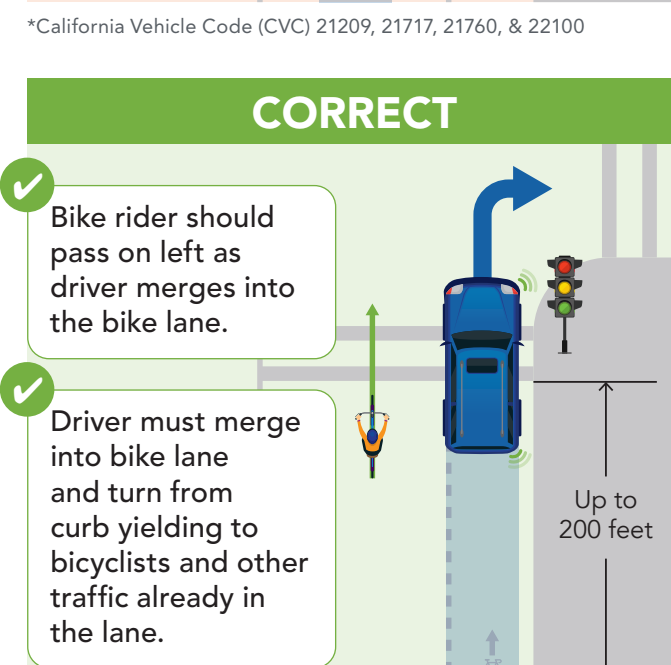
Bicycle Organizations and Resources

- 511 Bay Area Travel Guide**
bicycling.511.org
- Silicon Valley Bicycle Coalition**
www.bikesiliconvalley.org | 408.287.7259
- California Bicycle Coalition**
www.calbike.org | 916.258.5189
- League of American Bicyclists**
www.bikeleague.org | 202.822.1333
- Sunnyvale BPAC**
www.sunnyvale.ca.gov | 408.730.7415
- Valley Transportation Authority Bicycle & Pedestrian Advisory Committee**
www.vta.org | 408.321.5680

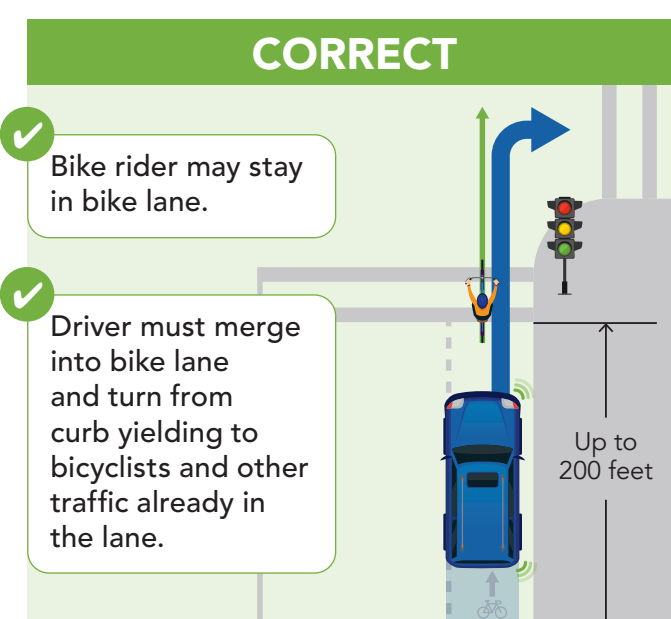
Watch out for Turning Motorists!



WRONG
Bike rider should look for turn signal, avoiding driver's blind spot.
Driver is not turning from as far right as practicable.*



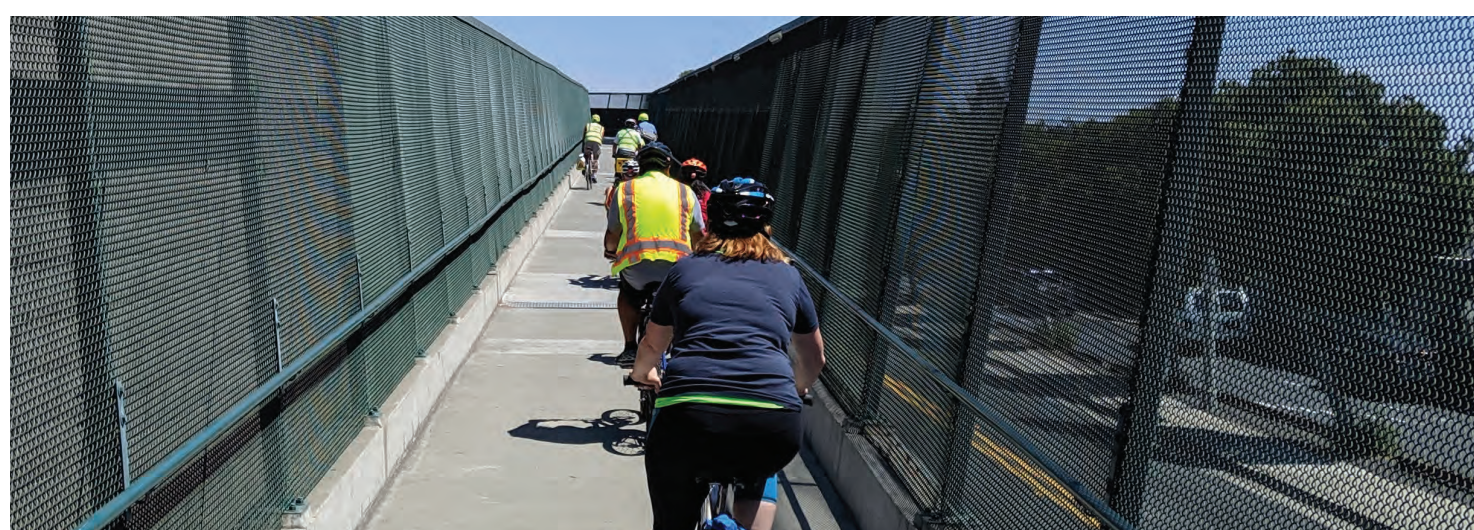
CORRECT
Bike rider should pass on left as driver merges into the bike lane.
Driver must merge into bike lane and turn from curb yielding to bicyclists and other traffic already in the lane.
Up to 200 feet



CORRECT
Bike rider may stay in bike lane.
Driver must merge into bike lane and turn from curb yielding to bicyclists and other traffic already in the lane.
Up to 200 feet

Locking Your Bike

Bicycle Parking Tips
Bicycle theft is a common problem. Never leave your bike unlocked, not even for a second! Always use a high quality U-Lock or chain.
Always lock the frame and front wheel to a secure rack or post, since wheels can often be easily removed from a bike (see Illustration 1). For extra security remove the front wheel and lock it with the frame and rear wheel (see Illustration 2).
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 lights or speedometers.

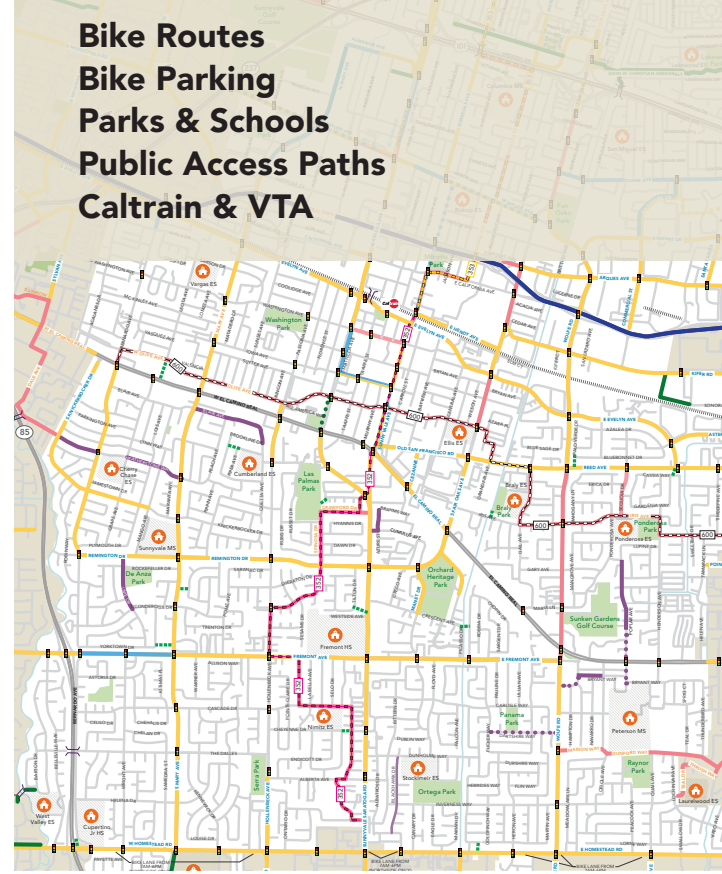


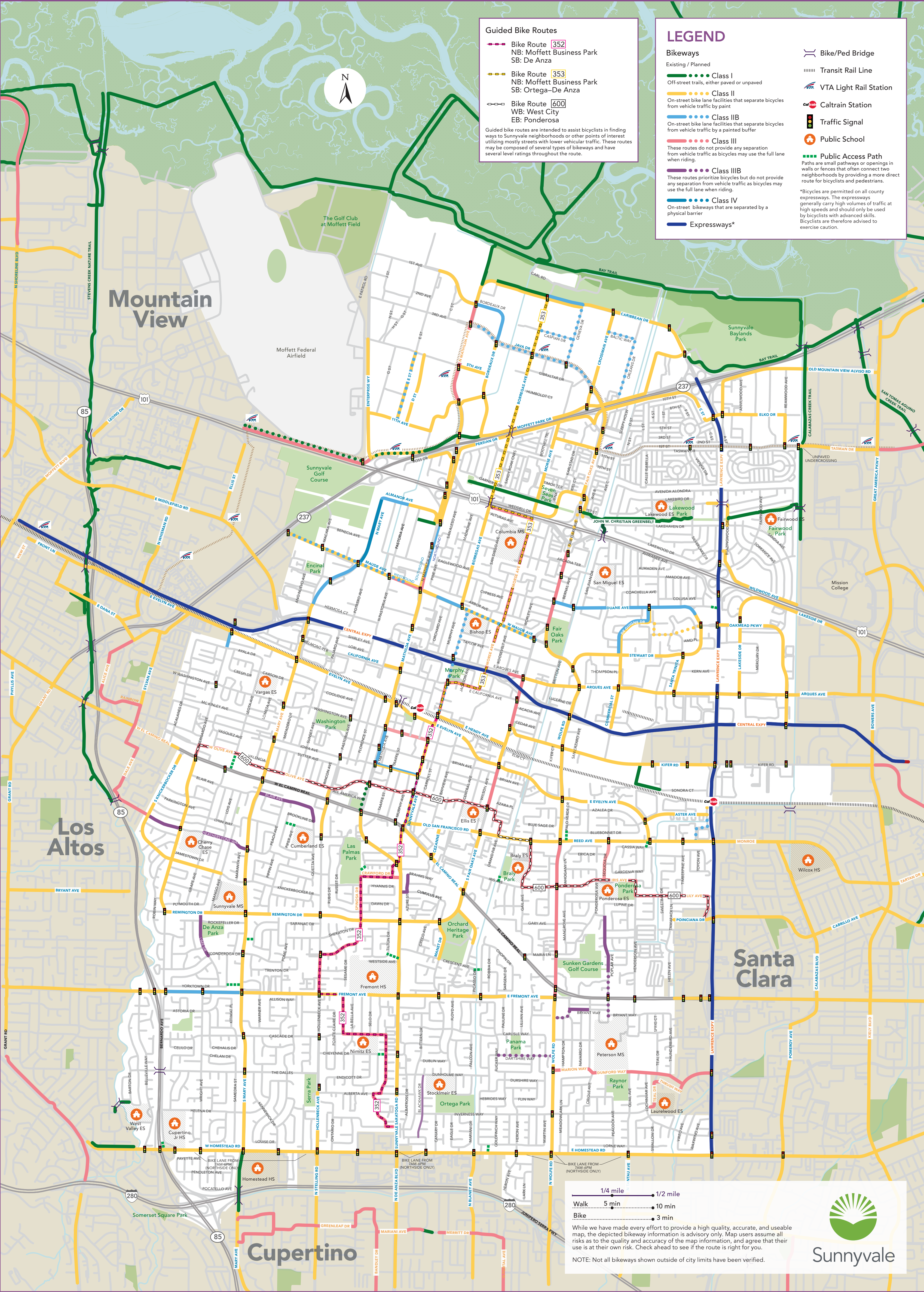
The **Sunnyvale Bicycle Map** was developed to encourage more people to bicycle by identifying a network of bike-friendly streets and paths for bicycling, to educate bicyclists about their rights and responsibilities as roadway users, and to recognize bicycling as a legitimate form of transportation.
All roadways in Sunnyvale are accessible to bikes except Highways 101, 280, 85, and 237.
Sunnyvale.ca.gov

The **Sunnyvale Bicycle and Pedestrian Advisory Commission (BPAC)** is a group appointed by the City Council to review and make recommendations on City, State, Federal and regional plans and policies as related to bicyclist and pedestrian items. The BPAC works closely with the Department of Public Works on bicycle and pedestrian related projects and policies.

The seven-member advisory committee meets on the third Thursday of each month at 6:30 p.m. in the City Council Chambers, City Hall, 456 West Olive Avenue. The meetings are open to the public.

2022 Edition
SUNNYVALE
Bike Map
& Guide to Safe Cycling





Guided Bike Routes

- Bike Route **352**
NB: Moffett Business Park
SB: De Anza
- Bike Route **353**
NB: Moffett Business Park
SB: Ortega-De Anza
- Bike Route **600**
WB: West City
EB: Ponderosa

Guided bike routes are intended to assist bicyclists in finding ways to Sunnyvale neighborhoods or other points of interest utilizing mostly streets with lower vehicular traffic. These routes may be composed of several types of bikeways and have several level ratings throughout the route.

LEGEND

Bikeways

Existing / Planned

- Class I
Off-street trails, either paved or unpaved
- Class II
On-street bike lane facilities that separate bicycles from vehicle traffic by paint
- Class IIIB
On-street bike lane facilities that separate bicycles from vehicle traffic by a painted buffer
- Class III
These routes do not provide any separation from vehicle traffic as bicycles may use the full lane when riding.
- Class IIIB
These routes prioritize bicycles but do not provide any separation from vehicle traffic as bicycles may use the full lane when riding.
- Class IV
On-street bikeways that are separated by a physical barrier
- Expressways*

Bike/Ped Bridge

Transit Rail Line

VTA Light Rail Station

Caltrain Station

Traffic Signal

Public School

Public Access Path
Paths are small pathways or openings in walls or fences that often connect two neighborhoods by providing a more direct route for bicyclists and pedestrians.

*Bicycles are permitted on all county expressways. The expressways generally carry high volumes of traffic at high speeds and should only be used by bicyclists with advanced skills. Bicyclists are therefore advised to exercise caution.

1/4 mile — 1/2 mile

Walk 5 min — 10 min

Bike — 3 min

While we have made every effort to provide a high quality, accurate, and useable map, the depicted bikeway information is advisory only. Map users assume all risks as to the quality and accuracy of the map information, and agree that their use is at their own risk. Check ahead to see if the route is right for you.

NOTE: Not all bikeways shown outside of city limits have been verified.

