Adopt a Complete Streets policy and offer implementation guidance.

Arterial roads such as Fifth/Forbes Aves in Oakland and Uptown, Centre Ave, E Carson St, Panther Hollow Rd and Strip District/Smallman St are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as cycle tracks or buffered bike lanes. Shared lane markings (Sharrows) should only be used on low speed roads.

Support BikePGH’s new City Cycling education program.

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the existing Safe Routes to School program to all schools.

Dedicate more staff time to bicycle planning and programming.

Appoint an official Bicycle Advisory Committee.

Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community.

Learn more at www.bikeleague.org/communities