Tampa is a large community with many low-speed neighborhood streets and many high-speed streets that can serve as barriers to bicycling. Identify neighborhood or district-scale areas to target bicycle investments in order to create connected networks within those areas. In urban areas with high-speed and/or high-volume roads this may take the form of a "minimum grid" of separated bicycle lanes or similar high quality facilities. These neighborhood and district-scale networks can serve as nodes for a larger community-scale network.

Increase the amount of staff time spent on improving conditions for people who bike and walk. It may be important to ensure that there is Mayoral or other executive support to increase staff across all relevant city agencies or departments so that all "E"s are addressed. Take steps to incorporate Equity, Diversity, and Inclusion best practices in the outreach, development, and implementation of bicycle facilities and programming. Tampa has received considerable attention for disparate bicycle-related policing and that history may complicate improving bicycling in communities affected by that disparate ticketing.

Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Tampa.

Begin efforts to update your 2009 Bicycle Plan to reflect best practices in bicycle planning.