» Continue to expand and improve the bike network and follow a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume. On roads where automobile speeds regularly exceed 35 mph, provide protected bicycle infrastructure such as protected bike lanes or parallel 10ft wide shared-use paths, rather than relying on wide shoulders or unprotected bike lanes.

» Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that APBP-compliant bicycle parking is available near popular destinations, transit stops, and urban activity centers.

» Expand bicycle safety education to be a universally routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking.

» Repeal the mandatory bike registration ordinance, particularly since officers do not currently enforce it. The League encourages optional and incentivized bike registration and recovery programs, and repealing the outdated ordinance will ensure that the written policy doesn’t become a barrier for bicyclists in the future.

» Continue efforts to improve data-driven road safety operations and Vision Zero activities. Work with neighboring jurisdictions to develop a coordinated and comprehensive Vision Zero policy and program.

» Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress. Demonstrating a higher level of ridership in Fitchburg than what the ACS data shows (0.76%) will be critical to moving the community up to the Gold BFC level.