Congratulations on adopting a Complete Streets policy directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process. The planned Complete Streets demonstration day utilizing the Downtown Visioning Study is a great way to get community staff and stakeholders engaged with the process.

Update your community bicycle map so that current bicycling conditions, including wide shoulders, are available in GIS format. This will allow easier collaboration with the DOT and provide a strong basis for future improvements.

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

Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs would be a good step for continued coordination with transit and potentially developing community bicycle branding.

Consider whether the FHWA’s Small Town and Rural Multimodal Network Guide may have some appropriate solutions for your roadways as you increase your bicycle network.