» Continue to expand the low-stress bicycling network adding context appropriate facilities to higher-speed streets.

» Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.

» 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 create Safe Routes to School programming for all schools.

» Do away with the local law that requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions or add reasonable exceptions.

» Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.

» Pay close attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings can make intersections safer for bicyclists.