» Continue to expand the bike network through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected or separated bicycle infrastructure, as appropriate given the street context. Shared lane markings should only be used on low speed roads.

» Strengthen and/or formalize your Complete Streets/Bicycle Accommodation policy to ensure rigorous implementation.

» Ensure that there are bicycle education opportunities specifically for women, families and other specific demographic groups. By specifically targeting education opportunities to certain groups you can ensure that those groups are better reached and their concerns are addressed by the curriculum.

» Consider offering a ‘Ciclovia’ or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians.

» Consider whether a ticket diversion program makes sense for your community. A ticket diversion for bicyclists allows bicyclists who are ticketed to receive safety training in lieu of paying a fine or as a condition of a reduced fine.

» As appropriate given your recent Comprehensive Plan update, update your 2009 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement.