» Expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

» Implement road diets in appropriate locations to make streets more efficient and safer for all road users. Use the newly created space for bicycle and pedestrian facilities.

» Continue efforts to expand adult bicycle education opportunities. Commuter classes that teach skills that make bike commuter better can be an important part of helping people make what is possible practical.

» Provide a variety of targeted bicycle events to engage women, seniors, and other demographic groups that may benefit from non-traditional or group-specific bicycle events.

» Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.

» Expanding the Bicycle Program Manager's or other staff time focused on bicycling-related projects would help in scaling up your BFC efforts.