Continue to expand the bike network, especially along arterials and major collectors, 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). Shared lane markings should only be used on low speed roads.

Expand adult bicycle education opportunities. Commuter classes that teach skills that make bike commutes 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.

Update your 2010 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs to increase usage. Ensure that any update includes coordination with relevant transit, school, and parks agencies to ensure that planned improvements by various agencies build upon each other in an integrated fashion.

Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists and bicycling skills.