» Cary has an extensive road network that includes many high speed roads. Given the size of Cary’s road network there needs to be a strategy for bicycle investments that utilizes low-cost bicycle lanes where appropriate and targeted areas for more intensive investments that can create neighborhood-scale networks that are safe and comfortable for people of all ages and abilities. In urban areas with high-speed and/or high-volume roads this may take the form of a "minimum grid" of separated bicycle lanes or similar high quality facilities. These neighborhood-scale networks can serve as nodes for a larger community-scale network.

» Work with other communities in North Carolina to ensure that NCDOT and the state legislature do not impede bicycle and pedestrian 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 the Safe Routes to School program to all schools.

» It is great to hear about the $1 million bond passed in 2012 to improve bicycling. Continue to use the bond to leverage state and federal funding. Consider the next step for more investment in bicycling and which lessons can be taken from the implementation of projects from the 2012 bond.

» Increase the amount of staff time spent on improving conditions for people who bike and walk.