Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.

Continue to expand the bicycle network in Boston. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks or buffered bike lanes.

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 and improve your in-school bicycle education program.

Identify a law enforcement officer who would like to be a representative of the police department to the bicycling community, including engaging with city staff and bicycle advisory committee members on bicycling-related issues.

Provide education to law enforcement officers on traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.