Update your 2005 Bicycle Plan to reflect best practices in bicycle planning, with a particular emphasis on expanding the bicycle network and implementing road diets/traffic calming to improve safety for all road users. Regularly updating your bicycle plan is key to improving conditions for bicycling and institutionalizing processes for continual improvement.

Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

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.

Your application indicated that there are no bicycle facilities on roads below 25 MPH, or above 35 MPH. Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. 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. On existing low-speed streets, develop a network of bike boulevards/neighborhood greenways to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.