» Continue to 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). On lower speed roads, develop a network of bike boulevards/neighborhood greenways to encourage and optimize bicycle travel on existing 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.

» 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. Expand the audience for educational programs to include all high school students, college students, and new drivers.

» Expand the UBike system or a new bikeshare system to the rest of the community for the general public and visitors to use across Charlottesville.

» Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.

» Adopt a local comprehensive road safety plan to complement VDOT’s Strategic Highway Safety Plan and to create engineering, education, and enforcement strategies to reduce traffic crashes for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.