Implement your Complete Streets policy and grow the on-street low-stress bicycling network to complement the path network.

» Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for utilitarian trips.

» Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road.

» Pay close attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with posted speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings are infrastructure changes that can make intersections safer for bicyclists and pedestrians.

» 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 create Safe Routes to School programming for all schools.

» Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central “pit stop” station with food, community groups, and elected officials promoting and helping people to choose to bike to work.

» Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns.

» Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers.