



ASHLAND, OR

TOTAL POPULATION

20861

POPULATION DENSITY

3165.6

TOTAL AREA (sq. miles)

6.6

OF LOCAL BICYCLE FRIENDLY BUSINESSES **1**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Asbland
High Speed Roads with Bike Facilities	INSUFFICIENT DATA	143%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	68%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	14%	1%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	VERY GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 19K	1 PER 42K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 /10

KEY OUTCOMES

	Average Platinum	Asbland
RIDERSHIP <i>Percentage of daily bicyclists</i>	13.6%	6.0%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	100	182
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	0.4	0



KEY STEPS TO PLATINUM



» Adopt a formal Complete Streets policy and offer implementation guidance. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of cost of adding a bicycle lane.

» The data that Ashland reported on its bicycle network was incomplete or inconsistent. This lack of complete data makes it difficult to judge the current state of bicycling in Ashland. Ensure that data is available on your roadway network and your bicycle network so that your community can utilize GIS-based or other network analyses, can create high-quality bicycle network maps,

and accurately assess the quality of your bicycle network.

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

» Develop a design manual that meets current NACTO standards, adopt the NACTO Urban Bikeway Design Guide, or otherwise incorporate designs for separated bike lanes, buffered bike lanes, and other designs into your bicycle planning.

» Increase encouragement activities outside of Bike Month. Build upon current community events to provide information about biking and walking to the public and create safe ways for people to experience Ashland by bike.