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.