

Action Plan

Making Ashland More Bike and Pedestrian Friendly

First Priority

11th Street West: 11th Street West should be the first street that receives the recommended infrastructure improvements. 11th Street West is vital and should be the first priority because on the west end it connects to the Safe Route to School Trails allowing students to get to and from the high school and elementary school. On the east end it allows students to reach Northland College and Ashland Middle School. Additionally, 11th Street West is a through street to Beaser Avenue which would provide working professionals and patients, with a safe and easy route to Memorial Medical Center. Few people park along 11th Street West and the road surface is sufficiently wide to allow for 5 or 6ft bicycle lanes on either side of the road. Adding bicycle infrastructure would require painted lanes and both pavement and street side signage. The street side signs would inform drivers that they cannot park in the bicycle lanes.

Junction Road: Junction Road should be one of the first roads to receive bicycle infrastructure. It is imperative to make Junction Road a bicycle boulevard by adding sharrow lane markings and roadside signs alerting driver to the presence of cyclists. Junction Road plays a crucial role in creating a complete loop from the Lakefront Trail up through Prentice Park, connecting it back to the 5th Street Corridor.

Junction Cut-Through: In order to create a connection between the 5th Street Corridor and Junction Road, there needs to be an added cut-through from the Corridor to Junction Road. The crosswalks at the 5th Street Corridor crosses Sanborn Avenue at an angle about 85ft south of the intersection of Junction Road and Sanborn Avenue. This makes it very difficult for a cyclist to ride from the Corridor to Junction Road without having to weave in and out of traffic on Sanborn. In order to avoid this potential danger, a pathway should be added from the corridor to Junction Road West of Sanborn Avenue.

Beaser Avenue: Beaser Avenue should be considered a first priority for added infrastructure because it connects Memorial Medical Center, WITC, and Ashland High School to Main Street and the downtown district. In order to add bicycle lanes to Beaser Avenue, the parking

bays will need to be reduced in size however, there will still be 12ft parking and bike lane on each side of the road. In order for bicycle lanes to run the full length of Beaser Avenue, the medians at the south end by Binsfield Road would need to be removed to allow enough space for the bike lanes. The removal of these medians may require further discussion.

9th Avenue West: 9th Avenue West should be considered a first priority for bicycle infrastructure because it connects the adjacent neighborhoods directly to the Safe Route to School Trails. The recommended infrastructure improvements would be designating 9th Avenue West as a bicycle boulevard with proper pavement markings and road side signage as specified in the Commuter Bicycle and Pedestrian Plan.

2nd Avenue West: 2nd Avenue West should be considered as a first priority for added infrastructure because it connects Northland College directly to Main Street. In order to meet the recommendations, 2nd Avenue West would be designated as a bicycle boulevard with appropriate pavement markings and roadside signage as specified in the Commuter Bicycle and Pedestrian Plan.

Crosswalk: In order to make Main Street safer and more inviting to pedestrians, a redesign of the crosswalks should be done. These crosswalks should contribute to the character of downtown, while also making them more visible to drivers. It has been recommended that a pilot crosswalk with a book or reading theme be painted at Vaughn Avenue and Main Street to highlight the library, a prominent Main Street location.

Second Priority

3rd Street West: 3rd Street West should be included in the second phase of the bicycle plan. It would serve to create east-west route in close proximity to Main Street without riding on Main Street itself. The recommended infrastructure is shared lane markings running both sides of the street. In order to allow for this, on-street parking would need to be removed and the center lane divider shifted back to the center of the roadway.

Chapple Avenue: Chapple Avenue should have infrastructure added during the second phase of the bicycle plan. Chapple Avenue would connect the surrounding neighborhoods to the downtown shopping district and locations such as the Ashland Baking Company. In order to meet the recommendations, Chapple Avenue would need pavement markings and roadside signage delineating it as a bicycle boulevard.

5th Avenue East: 5th Avenue East should have the requisite added infrastructure during the second phase of Bicycle Plan implementation. It would serve to connect the surrounding neighborhoods to Main Street, the 5th Street Corridor, and 11th Street East. This would provide easy access to both north-south bicycle routes and east-west bicycle connections. It would be delineated as a bicycle boulevard as specified in the Commuter Bicycle and Pedestrian Plan.

7th Avenue East: 7th Avenue East should have the requisite added infrastructure during the second phase of Bicycle Plan implementation. It would serve to connect the surrounding neighborhoods to Main Street, the 5th Street Corridor and 11th Street East. This would provide easy access to both north-south bicycle routes and east-west bicycle connections. It would be delineated as a bicycle boulevard as specified in the Commuter Bicycle and Pedestrian Plan.

11th Avenue East: 11th Avenue East should be included in the second phase of the bicycle plan. 11th Avenue East would allow connection between the Waterfront Trail, Main Street, and the 5th Street Corridor. 11th Avenue East would allow people to move from the east side of Bay City Creek to the north side via the Tri-County Corridor by providing easy access. It would need pavement markings and roadside signage designating it as a bicycle boulevard as specified in the Commuter Bicycle and Pedestrian Plan.

14th Avenue East: 14th Street Avenue should be part of the second phase of the bicycle plan. 14th Avenue East between Lake Shore Drive and the Tri-County Corridor would be a bike route that serves the same purpose as 11th Avenue East. 14th Avenue East would need to have

pavement markings and road side signage added designating it as a bicycle boulevard as specified in the Commuter Bicycle and Pedestrian Plan.

Third Priority

Main Street: It is very important that Main Street be accessible by bicycle however, with the high amount of parking and traffic, it will require more work to ensure that it is safe for cyclists. The recommended infrastructure is having signage that alerts drivers to the presence of bicycles using the full lane. Further discussion around restructuring of parking may be required to ensure the safety of cyclists on Main.

Vaughn Avenue: Vaughn Avenue is an essential bicycle route because it connects Vaughn Library to the surrounding neighborhoods. Ideally, it would be delineated as a bicycle boulevard. However, due to the condition of the road surface, it will need to be resurfaced before it can be considered for added bicycle infrastructure.

Ellis Avenue: Ellis Avenue can play a key role in creating a cohesive bicycle network. It would tie-in the bicycle lanes on 22nd Street West to the larger bicycle network for the city. However, due to the speed of traffic and current truck traffic on Ellis, there needs to be a creative solution to ensure that cyclists are able to bike safely alongside traffic. It should be considered for future bicycle infrastructure.

Maple Lane: Maple Lane would serve to as an essential connector between the bicycle lanes on Binsfield Road and Sanborn Avenue. Unfortunately, Maple Lane is too narrow for all but confident cyclists to feel comfortable riding on it. If Maple Lane were to be widened in the future, it would be well suited for bicycle infrastructure such as shared lanes.