

Note: Anyone wishing to speak at any Transportation Advisory Committee meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

October 17, 2024

AGENDA

CALL TO ORDER: 6:00 PM: Meeting held virtually via Zoom.

Link: <https://zoom.us/j/96073919566>

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
 - A.** Approval of September 19, 2024 Minutes
- III. PUBLIC FORUM** (6:05–6:20)
- IV. REPORTS FROM OTHER CITY COMMITTEES** (6:20–6:30)
- V. NEW BUSINESS**
 - A.** Chip Seal and Roadway Maintenance Overview (6:30–6:45, no action required, staff to present overview of roadway maintenance performed by the Street Department)
- VI. UNFINISHED BUSINESS**
 - A.** Crash Analysis Mitigation Discussion (6:45–7:15, action required, discussion crash and near miss data, determine any appropriate actions if necessary for moving forward)
 - B.** Bike Parking (7:15–7:30, action required, discuss next steps for bike parking inventory and improvement plan)
- VII. INFORMATIONAL ITEMS**
 - A.** Safe Streets and Roads for All (SS4A) Grant Process Update
 - B.** Regional Micromobility Study (ODOT)
 - C.** Commission and Committee Uniform Policies (Southern Oregon University Ex-Officio Membership)
 - D.** Croman Site Development Type III Planning Action
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 8:00 PM**

Next Meeting Date: November 21, 2024

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102–35.104 ADA Title I).

**CITY OF
ASHLAND**



ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

September 19, 2024

CALL TO ORDER: 6:00 pm

Members Present: Linda Peterson-Adams, Mark Brouillard, Dave Richards, Nick David, Joe Graf, Holly Christiansen, Corinne Vieville, Joe Graf, Julia Sommer

Members Not Present: Dylan Dahle

Staff Present: Scott Fleury, Elizabeth Beckerich

Council Liaison Present: Eric Hansen

Guests Present: Brandon Goldman, Derek Severson, Edem Gomez, Gary Schaff, Scott Fregonese, Becky Hewitt, Elizabeth Decker, Amy Griffiths, Matt Bell

ANNOUNCEMENTS

The RVTG Get There Car Free Challenge continues until Sunday September 22nd. Visit RVTG.org for more information.

There is a bike ride to the Phoodery in Phoenix planned along the bike path this Sunday.

The Safe Streets for Everyone First Friday Bike Ride will take place on Friday October 4th at 5pm in the plaza.

The City car share program location will be moved from its current location to the parking lot at Pioneer St and Lithia Way. For more information visit ashlandoregon.gov/transportationincentives.

It's National Truck Drivers Week.

Christiansen is resigning from the TAC. Peterson-Adams, on behalf of all TAC members, thanked Christiansen for her service and perspective.

ODOT will be conducting a micromobility feasibility analysis study with Alta Planning and Fleury volunteered time to participate in the study. Background research will be available early next year. Fleury will update the group once he learns more.

CONSENT AGENDA

Brouillard motioned to approve the August minutes as is. Richards and Vieville seconded. All ayes.

PUBLIC FORUM

Peterson-Adams thanked Sundew Drossos for their letter requesting rapid flashing beacons at Siskiyou Blvd and Bellview Ave.

Brouillard commented on the letter regarding 1051 Tolman Creek Dr and pointed out that visibility is bad turning left out of the driveway. He recommended the curb being painted yellow for 8 feet to prevent people from parking so close to the driveway.

REPORTS FROM OTHER CITY COMMITTEES

Hansen informed the TAC that there is to be a restructuring of committees, particularly that Committee Chairpersons will be asked to take a break after 2 years of serving if they aren't already doing so. Also the City was awarded funding for the pump track and other improvements to East Main Park set to happen in 2025. Part of that project will also include resurfacing the Daniel Meyer tennis courts, as well as improvements to the street frontage and other amenities.

David stated that he and others are dissatisfied with the chip sealing on Ashland Street saying that it's incredibly rough and his kids are afraid to ride their bikes on it.

David's Chair debuted in Lithia Park, which is a non-profit organization that helps provide access to more areas of Lithia Park for people with mobility challenges.

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Brouillard shared that the Historic Preservation Committee talked about Climate Friendly Areas at the last meeting.

Gary Schaff with CEPAC stated that CEPAC also talked about Climate Friendly Areas at their last meeting. Additionally, a subcommittee will be holding a meeting on September 25th that will solicit public input from the community on the concept of phasing out gas powered lawn equipment. Details for that are on the CEPAC agenda.

NEW BUSINESS

Climate Friendly Areas Presentation

Scott Fregonese with 3J Consulting, Becky Hewitt with ECONorthwest, and Elizabeth Decker with JET Planning presented on Climate Friendly Areas (CFAs).

CFA AND PROJECT BACKGROUND

What is a climate friendly area?

- CFAs are similar to downtowns and neighborhood centers:
 - o Walkable area with mix of residential, office, retails, services, and public uses.
 - o Multimodal transportation options.

Selecting Climate Friendly Areas

- CFAs can be developed or can be designated in developing areas.
- CFA size is determined by residential capacity.
 - o Must have capacity for 30% of the City's projected housing needs (3496 dwellings). One or more CFAs can be included to meet this requirement.

"Climate Friendly and Equitable Communities (CFEC) Program" Steps:

- Parking reform
- Climate friendly areas
- TSP update (2029)

Potential Climate Friendly Areas

- The downtown is not recommended because it's largely built out and is a National Register Historic District.

Project Overview

Designate one or more CFAs and update zoning code and maps to implement.

- Build on Phase 1 CFA study.
- Code analysis
- Market study
- Community engagement
- Code adoption (mid 2025)

Ashland Transportation System Plan Goals

- Create a "green" template for other communities in the state and the nation to follow.
- Make safety a priority for all modes of travel.
- Maintain small-town character, support economic prosperity, and accommodate future growth.
- Create a system-wide balance for serving all modes in terms of mobility and access.

CFEC Goals

- Reduce climate pollution.

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- Provide more transportation and housing choices.
- Promote more equitable land use planning outcomes.

CANDIDATE CFA ANALYSIS

CFA Implementation Options

- Initial sites selected based on location, size, transportation options, and desired character.
- Designating one or more of these areas as CFAs requires specific code and map amendments.
- CFAs are (only) one “flavor” of vibrant district development.

CFA Requirements

- Allow multifamily residential (apartments or mixed use)
- Allow townhouses
- Allow commercial, office, and civic uses
- Allow at least 50 foot building height
- Require at least a minimum density of 15 du/ac
- Apply no maximum density.

Residential Density

- CFAs must have a minimum density of 15 dwelling units per acre and no max density.
- 5-15 = single unit detached
- 25-35 = middle-housing and garden-style apartments with surface parking
- 35+ = 3-4 story multifamily with minimal landscaping.

Code Analysis: Railroad Property

- Existing employment, residential zoning with district goals for a mix of uses.
- CFA implementation would require code changes to:
 - o Maintain apartment uses
 - o Introduce townhome uses
 - o Expand commercial, office, and civic uses
 - o Increase maximum height from 40 to at least 50 feet
 - o Introduce minimum density of 15 da/ac
 - o Remove current maximum density of 15 du/ac

Market Considerations: Railroad Property

- Ashland Lumber site could be attractive for multifamily, commercial, or mixed use
- Oak St and Hersey St most attractive for commercial
- Railroad tracks can create access barriers
- Vacant land is tucked further back on the site away from through streets
- Area along Mountain Ave may be desirable for single detached or middle housing

Code Analysis: Transit Triangle

- Multiple overlays to support mix of walkable commercial, employment, and residential development.
- CFA implementation would require code changes to:
 - o Expand apartment uses in E-1
 - o Introduce townhouse uses (beyond R-2 and R-3)
 - o Expand commercial, office, and civic uses especially in residential
 - o Increase maximum heights to 50 ft from 35-50 ft currently

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- Increase minimum densities to at least 15 du/ac
- Remove current maximum densities (15-30+ du/ac)
- Consolidate some of the existing overlays to reduce complexity

Market Considerations: Transit Triangle

- Visibility, proximity to SOU, and upgraded streetscape could create potential for commercial, multifamily, or mixed-use redevelopment on underutilized sites
- Central stretch of Ashland St could potentially support additional standalone commercial, multifamily, or middle housing on underutilized sites.
- Less busy southern stretch of Siskiyou Blvd could have potential for multifamily and middle housing infill – less likely to support substantive commercial development or vertical mixed use
- Area closer to I-5 could be appealing for auto oriented standalone commercial, flex, or (possibly) multifamily housing catering to commuters.

Code Analysis: Croman Mill

- Redevelopment planned to create mix of employment, recreation, and residential options, limited commercial.
- CFA implementation would require code changes to:
 - Expand apartment uses
 - Introduce townhouse uses district-wide
 - Expand commercial, office, and civic uses
 - Increase maximum heights to 50 ft (currently 35-40, remove bonus height structure)
 - Introduce minimum densities of at least 15 du/ac
 - Remove current maximum densities (15-60 du/ac)
 - Align with pending land use application for district

Market Considerations: Croman Mill

- Could be demand for light industrial near other industrial development
- Area could support a mix of single and multifamily housing in a master planned development
- Could be demand for commercial development closer to Siskiyou if part of a master plan

NEXT STEPS

Engage

- Discussion and input.
- Continued input from committees, open houses, PC, and Council.
- Online survey is open.

Finalize

- Code analysis.
- Market study.

Draft

- Code, map, and plan updates to implement preferred direction
- Will inform next TSP update (2029)

DISCUSSION NOTES

- The Railroad Property has an approved remediation plan from DEQ and they will begin excavation and deposition of contaminated areas this spring. Ideally the area will be cleaned and able to be developed

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under DEQ rules which are consistent with CFA uses.

- Croman Mill has also been analyzed by DEQ but there are remaining contaminants that still need to be cleaned up. Environmental consultants are working on another plan to clean up the rest to submit to DEQ. The owner intends to clear the site so that the developer can move forward. The prospective developer, who does not yet own the Croman Mill property, wants findings from DEQ of no further action required as a safety measure before they move forward.
- David expressed concern for Ashland Lumber, as part of the railroad area, being converted to housing and stated its importance to local builders. Fregonese responded that Ashland Lumber can be in the CFA without being converted.
- Fleury noted that this development will impact transportation and inquired if there is traffic analysis being incorporated now, and if so if there will be a plan for mitigating expenses for outside the developments, specifically if the developer can be required to do outside improvements. Fregonese stated that the changes would need to be worked into the TSP. Decker responded that the city rules for how transportation impacts are analyzed will not be changed by designating areas to CFAs. There is some level of analysis that gets done, but Decker also noted that the broader package of CFEC does change what type of analysis is done and the focus is shifted from cars and trip amounts to other modes of transportation. Brandon Goldman noted that there is also a highway analysis factor in the Transit Triangle, and also that most larger developments in the city would trigger a transportation impact analysis. Derek Severson stated that the CFA process does include both a gaps analysis and a highway impact analysis, same as the TSP update. Also the Croman Mill site, despite still being at the pre-app level, has had a transportation impact analysis in the works for a couple years.
- The state is paying for the consultant team for this project, and ODOT will be doing the highway analysis themselves. Fleury requested previously that evacuation planning be a special consideration when choosing a consultant.
- RVTD will reroute Route 10 for easier access from Croman Mill and the railroad property. There has been talk of a rail/bus transit hub within the railroad property which could be considered a civic use of the property if it's designated by the city.
- Hansen stated he would like there to be a pedestrian crossing over the railroad tracks if the railroad is designated as a CFA.
- Fleury stated that 50 peak trips is too many for a traffic impact analysis for Ashland for its size, and that it should be reduced to 25 trips because often there will be large developments close together who will each have peak trips of just under 50, therefore not triggering a traffic impact analysis but still generating more traffic.
- Edem Gomez stated that the Croman Mill site, the railroad, and the Transit Triangle are all considered in RVTD's master plan, and for the most part transit is responsive to development, so as demand rises they will figure out how to best serve those areas.

Sommer motioned to extend the meeting by 15 minutes. David seconded. All ayes.

UNFINISHED BUSINESS

B Street Corridor Safety Analysis

Kittleston presented their findings from the B Street Corridor analysis and Julie Stacy, resident of B Street, prepared questions for Kittleston prior to their presentation. Notes from that Q&A include:

- All way stop control is being recommended for the intersection of 3rd St and B St.
- More consistent yellow striping is being recommended where the no-parking zones are already designated by City code.
- Sidewalk bump outs will decrease crossing distance for pedestrians but shouldn't have a significant impact

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on parking.

- Julie Stacy noted that taking the speed down from 20mph to 25 mph may help with people being more conscious of bicyclists.
- Per Fleury, there is some funding in the current budget for B St improvements and he's intending to spend some of that on B St before next spring. Additionally, the city was just awarded the Safe Streets for All Action Plan Grant that will help the city be able to go after implementation funding which would help with some of the more costly items in the B St plan.
- High visibility crosswalks are recommended at all the intersections in the immediate term and then in the western portion of the corridor it's recommended to consider painted or textured crosswalks, in coordination with the Historic Preservation Committee.
- A temporary traffic circle is recommended at 8th St and B St to help mitigate some of the accidents due the road narrowing. A permanent traffic circle could be part of the long-term plan.
- Traffic diverters have been noted as a suggestion for Mountain Ave and B St but as it requires broader discussion it is not included on this plan. It will need to be discussed further in the future.
- Per Fleury, Nevada St will be included in the TSP update discussion, and the B St yard is still in the process of being moved but there has been cost escalation as of late so there is no timeline currently.

Matt Bell and Amy Griffiths presented the B St Corridor Safety Improvement Plan to the TAC.

TIMELINE

April – Project Kickoff

May – Review existing planning documents and identify potential safety improvements

June – observe the corridor and analyze traffic and safety data

June 6 – Community charette and walking tour

July 18 – TAC Meeting 1

July-August – draft concept design and cost estimate

September – Virtual Open House and final TAC meeting

October – Final Concept Design and Cost Estimate

PROJECT TIMELINE

- Immediate Term – 0-1 Years – Thing Public Works can implement immediately.
- Near Term – 0-3 Years – Quick-build “tactile urbanism” treatments that could be implemented by the city and generally consist of low cost and easy to install versions of more capital-intensive treatments. This can also be an opportunity for testing these treatments.
- Medium Term – 3-8 Years – More resource intensive. In this phase, the city can create permanent versions of projects tested in near term.
- Long Term – 8+ Years – Changes that would require further study and larger investment such as traffic diverters, one-way conversions, and functional classification updates.

Griffiths noted that most of the suggested treatments are intersection treatments because intersections have the most opportunities for conflicts. Suggested treatments include continental crosswalks at all intersections, a green crosswalk for bikes at Mountain Ave, painted or brick crosswalks in the western portion of the corridor, permanent versions of traffic circles in the medium term, and traffic diverters in the long term.

The TAC had multiple questions for Kittleson. Notes from those questions include:

- B Street is not being considered for conversion to a one-way street at this time due to the broad transportation system impacts that would have, but it can be considered at a later date.

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- Kittleson did test turning exhibits throughout the corridor, specifically for busses and emergency vehicles, to ensure that impacts would be minimal. For commercial trucks, drivers will need to slow down to navigate turns. Larger discussions have been had about what route commercial trucks are taking to get to businesses.
- The geometric change to the roadway at 1st St and B St was considered by Kittleson when recommending that a traffic circle be implemented at that intersection. It's also believed that a traffic circle would help direct commercial traffic more smoothly and provide more traffic calming.
- The traffic circles still require drivers to stop, not yield as they would for a roundabout.
- Gary Schaff expressed his disappointment that Kittleson didn't incorporate the NACTO recommendations for designing for all ages and abilities. The document that outlines these recommendations will likely be relied on during the city's TSP update, and it needs to be included in Kittleson's analysis. Additionally, this Improvement Plan should be expanded to include Water Street because it's a logical way to get to the downtown plaza. Also, the traffic diverter discussed previously should be implemented at Oak Street instead of at 2nd St.

ADJOURNMENT: @ 8:14

Respectfully submitted,

Elizabeth Beckerich, Administrative Assistant

From: [Julia Terry](#)
To: [Scott Fleury](#)
Subject: See How Much Better
Date: Tuesday, October 08, 2024 7:19:00 AM
Attachments: [PXL_20241008_141530927.jpg](#)

[EXTERNAL SENDER]

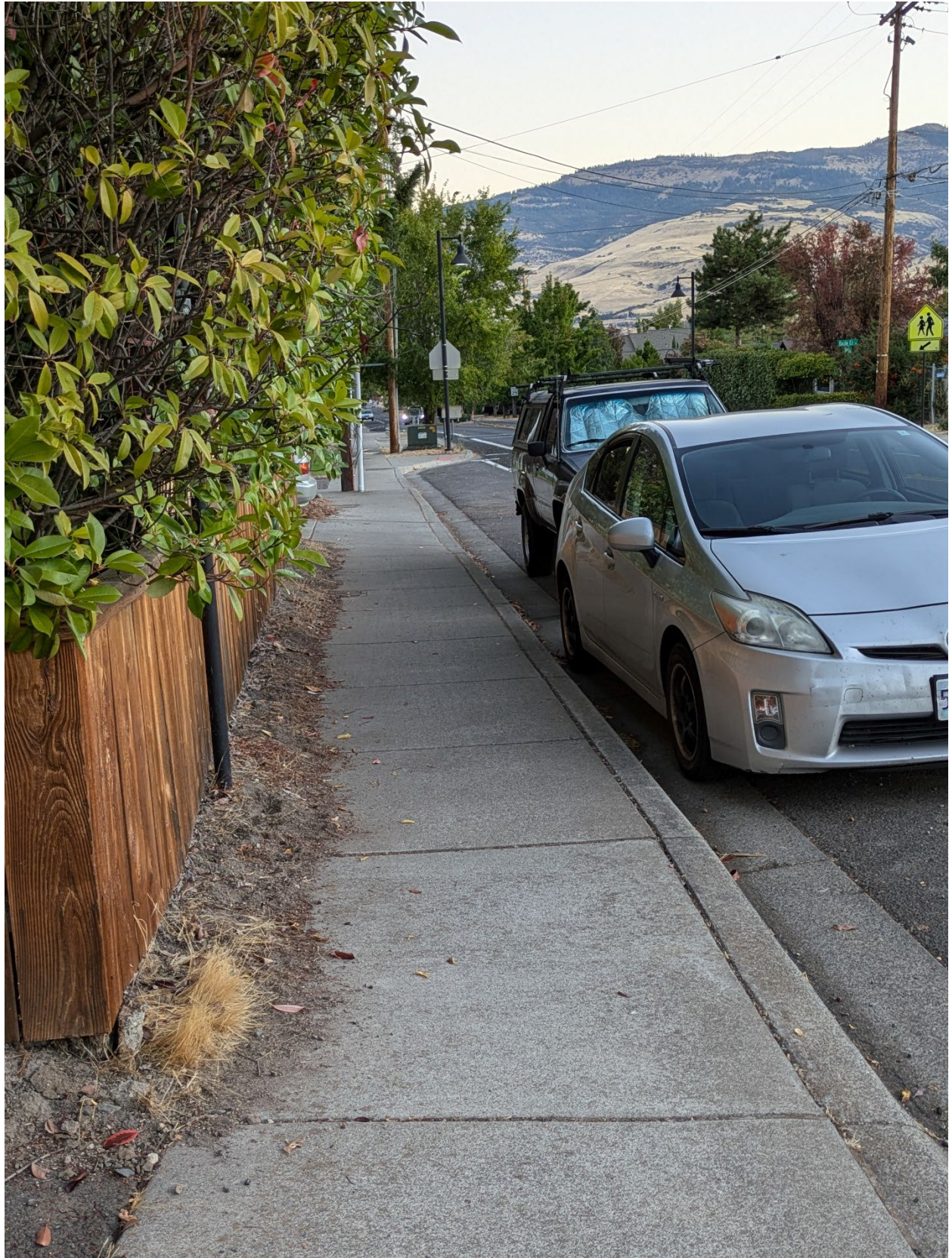
Scott,

See how much better I can see without the large van there...down the street a bit.

Perhaps show this to the committee as a comparison picture?

Julia





Memo

CITY OF
ASHLAND

Date: October 9, 2024
From: Scott A. Fleury
To: Transportation Commission
RE: Roadway Maintenance

BACKGROUND:

As part of the Capital Plan review prior to the start of the current budget, staff provided the Transportation Commission background information on roadway maintenance including how pavement condition is analyzed. This staff report provides an updated overview of street maintenance activities including "chip seal" and "slurry seal" information which are other forms of roadway preservation.

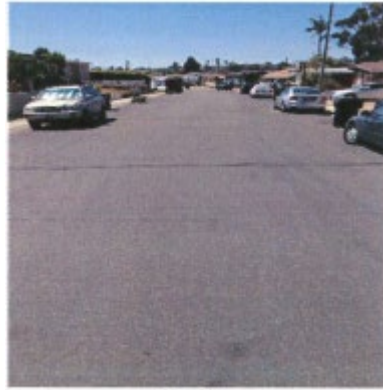
Pavement Condition:

Pavement Condition Index (PCI) is a metric between 0 and 100 that indicates the general condition of the pavement condition. The index range is shown below. Public Works recommends establishing a minimum threshold of 70 related to the City's overall pavement condition index. When pavement sections have a rating of 70 or greater maintenance activities and associated costs have much less of an impact when compared to condition index

PCI range	Class
85-100	Good
70-85	Satisfactory
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed



PCI 100



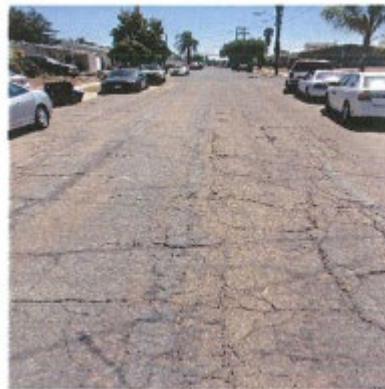
PCI 70



PCI 50



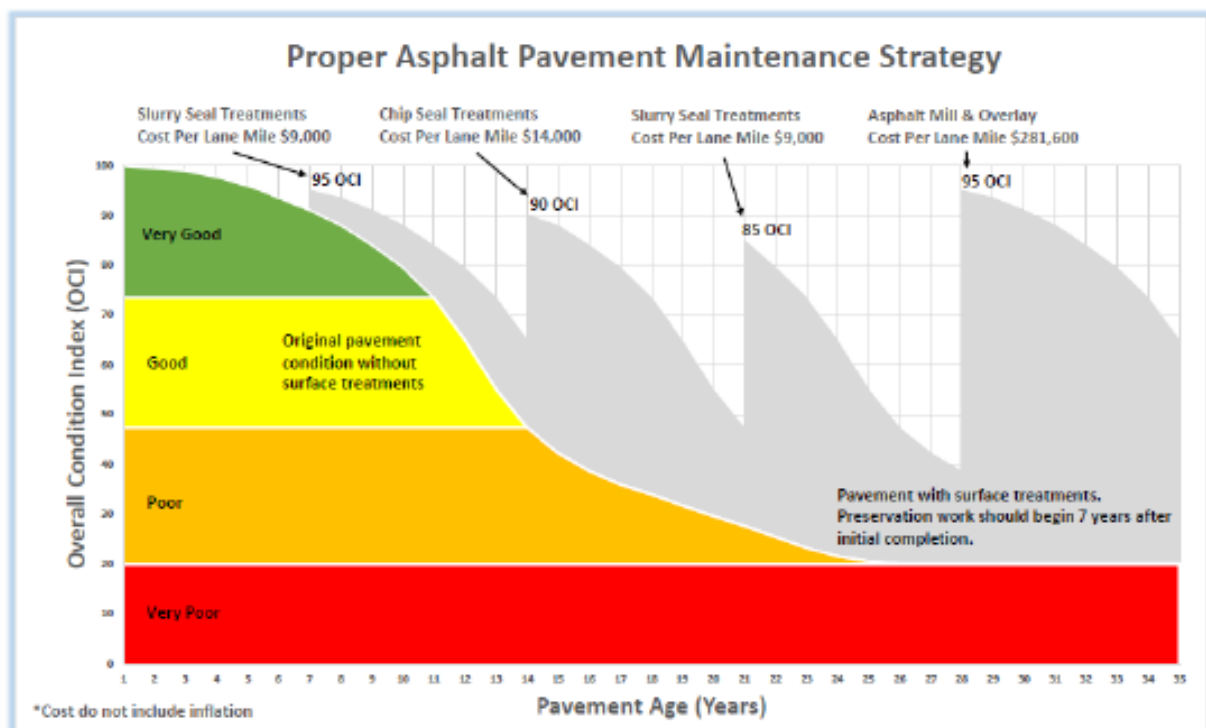
PCI 40



PCI 30



PCI 0



Asphalt Rehabilitation:

A **full rehabilitation** is the removal of asphalt and sub-base materials and installation of new subbase material along with a new asphalt section. Typical cross sections for rehabilitation include 10-20" of 4" aggregate base with 6-10" of ¾" aggregate base compacted with 4-6" of hot mix asphalt.

A **grind and inlay** consists of milling out a section of asphalt, adding tack oil and placing a new layer of asphalt over the surface. This was recently done on North Main St. by ODOT.

A **mill and overlay** consists of milling out most/all of the asphalt section, adding tack oil and placing a new or multiple new layers of asphalt over the surface.

Generally full rehabilitation projects are formally designed by an engineer (Ashland St. & North Mountain Avenue) and contracted out for the construction phase. Rehabilitation projects are geared towards the City's major arterial and collector roadways that carry a significant volume of users. While grind/mills and overlays on residential roads are done by the City's Street Division as part of the overall maintenance program.

The City also does chip seal and slurry seal maintenance projects on roadways throughout the City to add useful life to the roadways at a fraction of the cost of rehabilitations/overlays. Typically the City utilizes Jackson County Roads to perform chip seal work within the City under a cooperative agreement in place, while slurry seals are publicly bid once a biennium.

Chip Seal:

The chip seal process

- First, asphalt is mixed with about 30% water. This emulsified mixture is then applied to the road using a spray truck. As soon as the liquid asphalt meets the road surface, the water starts to evaporate
- Immediately after spraying this asphalt, a layer of crushed gravel is applied by a spreader. The gravel (or chips) has a maximum size of 3/8 inch
- Next, the gravel is compacted and embedded into the asphalt by rubber-tired rollers. However, even with the high-pressure rolling, some gravel will not become embedded in the asphalt
- The new chip-seal surface can require up to two days to cure properly. Hot, dry weather helps speed up this process in which all of the remaining water in the emulsion evaporates and the asphalt hardens. Traffic can pass over this surface at reduced speeds during the curing process
- After curing, the loose gravel is swept off the surface. This may take several sweepings

Often times a double shot of chip seal is placed for better surface preservation. The second layer of chips, typically an even smaller aggregate is placed immediately after the first layer of aggregate.

Why we chip seal

- To keep water from penetrating the road structure on paved surfaces
- To fill and seal cracks and raveled surfaces of old pavement
- To provide an anti-glare surface during wet weather and an increased reflective surface for night driving
- To seal the pavement surface-minimizing the effects of aging
- To provide a highly skid-resistant surface, particularly on wet pavements
- The cost of chip seals is 15%-20% of the cost of pavement overlays

Slurry Seal:

A slurry seal is a homogenous mixture of , water, well-graded fine aggregate and mineral filler that has a creamy fluid-like appearance when applied. Slurry seals are used to fill existing pavement surface defects as either a preparatory treatment for other maintenance treatments or as a wearing course. There are three basic aggregate gradations used in slurry seals:

1. **Type I (fine).** This type has the finest aggregate gradation (most are smaller than the 2.36 mm (No. 8) sieve) and is used to fill small surface cracks and provide a thin covering on the existing pavement. Type I aggregate slurries are sometimes used as a preparatory treatment for HMA overlays or surface treatments. Type I aggregate slurries are generally limited to low traffic areas (ISSA, 2001a^[1])
2. **Type II (general).** This type is coarser than a Type I aggregate slurry (it has a maximum aggregate size of 6.4 mm (0.25 inches)) and is used to (1) treat existing pavement that exhibits moderate to severe raveling due to aging or (2) to improve skid resistance. Type II aggregate slurry is the most common type
3. **Type III (coarse).** This type has the most coarse gradation and is used to treat severe surface defects. Because of its aggregate size, it can be used to fill slight depressions to prevent water ponding and reduce the probability of vehicle hydroplaning

Cape Seal:

A cape seal is a roadway surface treatment consisting of a chip seal which is then covered by a slurry seal. Cape seals provide the benefits of both the chip seal and the slurry seal by sealing cracks, sealing the pavement against moisture intrusion, providing skid resistance and a smoother rolling surface for all users.

East Main Street and Tolman Creek Road were recently chip sealed and they will also have a cape seal placed on them in 2025 when the City does its biennial slurry seal project. At that point the surface will be smoother compared to its current state.

CONCLUSION:

No action required, this is informational with respect to roadway maintenance activities performed by the Street Division.



Recent Residential Roadway Work

A number of neighborhoods have recently been impacted due to roadway improvement projects called “Slurry Sealing”. The City is appreciative of everyone’s efforts to park down the street for a day or two and use different streets than normal to access their home. Many different comments and theories have popped into local social media about the use of slurry sealing. Our Public Works Department has put together some background on the topic that might help answer some of those questions, curiosities and concerns.

When is slurry seal the preferred choice?

Slurry seals are part of the City’s pavement maintenance program that also includes asphalt overlays and complete rehabilitations. Staff performs inspections of the roadways throughout the City and uses the Pavement Condition Index (PCI) ranking system to rate the condition of the roadways. This PCI ranking is used to select roadways for the slurry seal project with the intent to extend the useful life of the roadway and provide a re-invigorated driving surface.

Slurry seal is a cost-effective maintenance strategy that is used on residential roadways throughout the community to extend roadway life. Prior to the actual application of the slurry seal, Street Department staff perform minor maintenance work on the roadways that include patching and crack sealing. Once this maintenance work is completed a contractor then applies the slurry seal product that seals the roadway and prevents water from infiltrating the subsurface and damaging the pavement system.

Public Works completes one large scale slurry seal project each biennium and has employed this pavement maintenance strategy for decades as part of the total pavement maintenance program.

What actually is slurry seal?

A slurry seal is the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and additives to an existing asphalt pavement surface. A slurry seal is similar to a fog seal except the slurry seal has aggregates as part of the mixture. This combined mixture of the emulsion and aggregates represents “slurry.” Polymer is commonly added to the asphalt emulsion to provide better mixture properties. The placement of this mixture on existing pavement is the “seal” as it is intended to seal the pavement surface. Slurry seals are generally used on residential streets.

How does it work?

Slurry seal is applied in order to help preserve and protect the underlying pavement structure and provide a new driving surface. Roads chosen for slurry seal applications generally have low to moderate distress and narrow crack width. Slurry seal applications serve to seal the cracks, restore lost flexibility to the pavement surface, provide a deep, rich black pavement surface color, and help preserve the underlying pavement structure.

What roads get slurry seal applied and how often?

Slurry seal is typically applied on either an intermittent or cyclical basis. Location, weather, traffic loading, and pavement conditions are factors used to determine if a slurry seal application is appropriate. Roadways selected for slurry seal treatment are commonly those which have slight to moderate distress, no rutting, and generally narrow crack widths, and where a slurry seal treatment would help extend the pavement life until resurfacing becomes necessary.

Roadways chosen for cyclical slurry seal applications would typically be treated every five to seven years.

Memo

CITY OF
ASHLAND

Date: October 9, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Crash Analysis Mitigation

BACKGROUND:

At the August 15, 2024 Transportation Advisory Meeting, the TAC reviewed six months worth of 2024 crash and near miss data. Numerous issues were identified by the TAC and staff that warrant further discussion and potential mitigation efforts. Staff has captured the primary issues identified in the previous discussion and they are itemized below.

1. Signal timing issues
 - a. Coordinate with ODOT about timing improvements
 - b. Pedestrian time length (Maple, Sherman)
 - c. Potentially could require controller unit upgrades
2. Bike Path Safety
 - a. Review bike path signage and striping
 - b. Review crossing locations for vision, signage and striping (conflicts)
 - c. Develop recommendations for improvements
3. Crosswalk at Library
 - a. Review for vision, signage and striping
 - b. RRFB?
 - c. Is removal warranted/required?
4. A Street and Oak Street Intersection
 - a. Review conflicts in conjunction with Van Ness and Railroad location
 - b. Restrict turn movements (median island)?
 - c. Close crosswalk at Van Ness and Oak?
 - d. Oak Street Rehabilitation project could install potential long term solutions
5. Van Ness Street & Helman
 - a. Flashing Stop Sign?
6. Water Street at Railroad Trestle
 - a. Make One-Way?
7. Left Hand Bike Movement from Mountain Ave to B Street
 - a. Have DKS look at improvement as part of the Mountain Avenue Rehabilitation Project
8. Crashes
 - a. Hersey Street at Carol and Phelps (multiple crashes)
9. Tolman Creek Road @ Siskiyou Boulevard Stop Sign Compliance
 - a. Review vision and site distance

- b. Discuss with ODOT
 - c. Townmakers Development on Croman Mill Site (northbound approach "slow")
- 10. General Safety
 - a. Speed Reduction
 - b. Photo Enforcement

Where can we deploy the Reader Boards for Education?

CONCLUSION:

Action required, discuss and confirm list of items for analysis and mitigation.

Staff would like to analyze each of the issues specifically including additional site visits, acquisition of pictures and compiling specific traffic and crash data for future discussions on potential actions.

Information collected can also be used as part of the Transportation Safety Action Plan project the City will be undertaking in 2025.

Memo

CITY OF
ASHLAND

Date: October 9, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Bike Parking Inventory

BACKGROUND:

At the August 15, 2024 Transportation Advisory Meeting, the TAC discussed how to move the project forward to the implementation phase and staff recommended hosting a subcommittee meeting with the members of the TAC who performed the inventory along with GIS staff who helped develop the inventory and mapping materials. The subcommittee meeting would allow members to develop recommendations to be brought forward to the full body for discussion about implementation. Unfortunately to this point in time staff has been unable to coordinate a meeting and a member of the inventory group has resigned their position with the TAC.

PW staff has reached out to the Parks Department regarding one of the most commonly discussed issues associated with a lack of bike parking facilities, which is parking at/near City Parks. Staff will continue to try and coordinate for facility improvements with the Parks Department.

Staff recommends Committee members Brouillard and Sommers outline additional recommendations for improvement in the October meeting for staff to move forward on.

Staff believes based on previous discussion the primary bike parking improvement items are:

1. Coordinate with the Parks Department to add bike parking at various locations throughout the Parks with Lithia Park as the highest priority.
2. Additional bike parking downtown
3. Additional bike parking (SOU, Siskiyou Boulevard, Bus Stops)
4. Develop alternative rack design standards for artistic but useful bike racks

CONCLUSION:

Action required, the Committee is to discuss/review the recommendations and plan next steps/implementation.