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CITY OF EUGENE
WORK SESSION
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>> Leech: Thank you for joining us in this hybrid meeting format. Where there is no opportunities for public comments, those wishing to access the meeting can watch the livestream available on the website, the broadcast on Comcast channel 21, or by calling in to one of the phone numbers listed for the meeting on the webcast and meeting materials webpage. Thank you again for joining us. I call now the April 15, 2026 meeting to order. I'm going to turn to the new city manager to introduce the first topic. I just want to say very briefly, a huge thank you for -- to Rodriguez for filling in as city manager during this interim period. You have done an amazing job, keeping us stable and leading with confidence and humility, huge welcome to Jenny, our new city manager.

>> Haruyama: Thank you, I'll take a quick opportunity to introduce myself to those watching and those in the audience. I'm Jenny Haruyama, the new city manager. I'm thrilled and honored to be here. Engaged community that we have and are thoughtful. With that brief introduction, I'm happy to introduce the work session that's before you this afternoon. I gotta get used to saying this afternoon, I'm used to saying this evening. We'll talk about vision zero. You'll hear about what is happening now, the work under way, what is in progress and what is to come. We have got Logan tellis, Associate transportation planner that's going to give you that presentation this evening -- sorry, this afternoon. It wish it was this evening.

>> Tellis: Hello Mayor and Council, we're here today to talk about vision zero and give an update on some of the traffic safety initiatives we have under way to try reducing fatal and serious injury traffic crashes. It is a big topic and there is a lot to cover. Let's get right into it. For anyone who might not know, vision zero is an approach to transportation safety that focuses on eliminating traffic deaths and serious injuries on our streets. Vision zero at a high level involves cities acknowledging the traffic deaths are not inevitable occurrences. That we can effect positive change through things like roadway design, enforcement, and public education. So there's a number of important guiding principles associated with vision zero. Designing forgiving roadway networks is a high priority.

We acknowledge that people will make mistakes and the goal is to make sure folks don't pay for those mistakes with their lives. Vision zero holds up the value of systemic level work and speed reduction work. Speed is one of the most important determining factors in how severe traffic crashes are when they do occur. What I have on the screen now is ten years worth of fatal traffic crash data. 2015 through 2025. The blue portion of the bars are fatal crashes that exclusively involve motor vehicles. The orange are fatal crashes that involve pedestrians. And the green are fatal crashes that involve bicyclists. Within the urban growth boundary scale. Some of these occurred on city streets, some on county streets, and some on ODOT facilities.

A big takeaway from this chart is that the city of Eugene like many communities experienced an increase in traffic deaths following the beginning of the Covid-19 pandemic. Some communities saw that impact right away towards the beginning of the pandemic. We had a little bit of a delayed effect. For us, 2022 through 2024 were our worst years for fatal traffic crashes. In 2022 we had 14 fatal traffic crashes, in 2023 we again had 14 fatal traffic crashes. Then in 2024 that group grew to 22 fatal traffic crashes. 2025 was the first decrease since the beginning of the pandemic. A notable decrease. 55% decrease from 2024 totals. 1% decrease from the 2022 through 2024 three-year annual average. 10 community members in 2025 was entirely too many and the city remains committed to the goal of zero.

To help contextualize the local data here's state level data. You can see increase following the beginning of the pandemic and then a decrease down, and in more recent years we're starting to see numbers that look more similar to prepandemic totals. That is mirrored at the national level as well if you look at the Federal data. With that, let's get into talking about safety funding. So I want to start by emphasizing that our ability to deliver large capital safety projects on our roadway network is highly grant dependent. Staff are constantly applying to state and Federal grant opportunities to help fund new safety infrastructure. This includes programs like the state's all roads transportation safety grant, the safe routes to school grant, the Federal safe streets and roads for all grant. So on, so forth. When we do receive grant funding for our project it typically involves the state or Federal government paying 80% to 90% of the project costs. Then we come in and pay the

remaining 10% to 20% with local funds. Sometimes SDC funds depending on the project, or road fund. The transportation bonds are another important funding source for safety work.

As some of you probably remember, the 2022 transportation bond included \$13 million to be spent on walking, biking, and safety infrastructure. Those funds were programmed in a manner that involved a lot of community engagements, Council review of the project list, and Council approval of the project list. Because this work is so grant dependent we see fluctuation from year to year in so much we deliver. But overall looking at 2020 through 2025, we're estimating we spent over \$27 million in walking and biking safety infrastructure. Which averages out to about 4.5 million per year. This included a lot of treatment types. There's more exhaustive list in your packets with project details.

But just to highlight some of what was built during this timeframe, we delivered a lot of new protected bike facilities including the 13th avenue bikeway, high street bikeway, eighth avenue protected bike lanes including safety improvements for other modes as well, new sections of offstreet shared use path such as Roosevelt path extension. We did a lot of crossing improvements. Many of these were curb extension bulbouts with ADA curb upgrades. Those are great for reducing pedestrian crossing distances which reduces their exposure to vehicles. But the curb ramps are great -- the curb extensions are great for mitigating speeding through turn movements. Some of the crossing projects included new RRFD crossings, the flashing yellow pedestrian beacons. You hit the button, the yellow lights flash to alert drivers there's someone in the crosswalk. We did a lot of new RFBs, many of which in locations where we expect vulnerable pedestrians like children near schools, parks, and community centers. We also delivered the first protected intersection in the community with the river road and HUNSAKER. We built sidewalk infill where sidewalk hadn't previously existed.

We did traffic calming during this time period and delivered a number of projects that included new speed humps and speed cushions on neighborhood streets to help reduce speeding. Looking over the next few years, we have even more funding lined up for safety. We're estimating nearly 22 million secured through the end of 2028 currently. That number could potentially increase. We have some funding applications out right now that we're waiting to hear for decisions. But this would average out to about \$7.3 million per year over the next few years that we have firmly locked in currently. 'S I'm going to give you some key projects that's included in those numbers. But first I want to take a bit of a step back and talk about the process and strategies we take to identify roadway infrastructure projects.

So I'm going to walk through some of the planning studies coming up. Vision zero intersection study is first. This did data collection at 10 high-crash intersections in Eugene. Those intersections include highway 99 and Roosevelt, river road and silver lane, sixth and Garfield, seventh and Jefferson, seventh and Washington, eighth and Washington, royal and DANEBO, Amazon/hill and and 30th. We got a lot

of interesting new data points for these intersections that we didn't have. We looked at things like near misses between road way users, red light counts for the intersections, looked at the speeds for various movements through the intersections, pedestrian push button usage, where pedestrians and bikes are crossing outside of crosswalks.

A lot of interesting data metrics. We're working on kind of summarizing the data analysis piece of the project right now. The next stage of the project is going to involve working with engineering consultant to do a deeper dive development of planning level project concepts for some of the intersections. This study is still currently under way. But we expect it to be complete this year. Implementation of the projects that come out of this would be on a longer timeline. But we are working on the study.

Another planning project we're working on this year is we're doing corridor studies for 99 and river road. This is a partnership with LTD, we are going to be looking at transit efficiency improvements for the corridors with this. But safety is another huge goal here. And we're going to be doing safety evaluation with the consultant team that's working on the project with the goal of identifying future safety infrastructure for both highway 99 and river road. This is on an 18-month completion timeline. We signed the contract with the consulting firm so we're expecting to have project kickoff very soon. And this is a really important one. We know river road and highway 99 are certainly high safety priorities for the city. I'll mention there's a lot of engagement with this project but I'm not going to speak too heavily on engagement.

I know one week from today the office of equity and community engagement is going to come back and have a session with you all regarding neighborhood planning in this area, and they're going to touch in depth on the upcoming engagement efforts for highway 99. Another study we have that we're working on this year is the first and last mile safety study. This is going to do large data analysis to look at safety barriers that people experience walking and biking to all LTD transit stops and select high priority school bus stops. In addition to the data analysis, there's going to be a lot of community engagement with this project as well. It will include a lot of communitywide surveying but also focus groups centered on the needs of certain demographics more likely to be transit dependent. Such as riders with disabilities.

The grant award that we have for this has a bit of funding in it for quick builds style projects, quick build if you aren't familiar is a roadway project that uses bolt-down materials, bolting down a flexible vertical plastic post for example. The quick build piece of the grant award is being programmed to us in a future phase of the project by the Federal government. Basically that means that piece of the funding is going to come to us after we complete the planning study. So we can't tap in to that funding quite yet but it is coming in a future phase of the project after we do the planning activities. The city is also working on the development of a speed

management strategy. This is really intended to help us identify which street in Eugene are having the most significant issues with speeding. Speeding is really widespread community issue throughout our community. We hear from neighbors all over town.

So taking this comprehensive citywide look is going to be really helpful for helping prioritize locations for future speed reduction work. That could include traffic calming, this data analysis can inform where we do future speed zone investigation requests with ODOT to look at lowering speed limits, it can help inform where we do more targeted enforcement. It has potential applications. And we're doing this with anonymized data that is available from connected vehicles and cell data commercially available. We're working through the data analysis piece of the project and moving forward from here we're going to be taking -- thinking about how we take these speeding hot spots we have identified and rank them and identify what the treatments might be for all of those locations. Now let's talk about some of the upcoming roadway safety projects we have planned. This is not everything we're building.

There's a more exhaustive list of projects in your packets. But I want to give you some of the highlights. I'll start with highway 99 because it is such a safety priority for the city. What we currently have funded for highway 99 includes large scale street lighting upgrade project that we're planning to build this year. That's going to involve both constructing new street lights on our section of highway 99 that doesn't currently have street lighting. Also it's going to include taking the existing street lighting and converting them to brighter L.E.D.s. We're going to brighten up highway 99 and hopefully help mitigate some of the nighttime crashes. That isn't going to solve all of the challenges on the corridor but should help and something that we can fund right now.

We will have to layer safety improvements on to the corridor over time as we're able to afford them. At the same time we're doing the street lighting improvements, we will be doing ADA curb ramp reconstructions at six -- curb ramp reconstructions and our engineer is looking for opportunities to do turn radius tightening at some of the corners to mitigate folks speeding off of highway 99 on to neighborhood side streets. We think we will be able to do that for one of the intersections included in the project, Richard avenue. So that's something that will be constructed this summer.

Additionally, we're going to be coming back in 2027 and doing sidewalk infill on highway 99. This is going to include constructing new sidewalk from Barger to prairie. People trying to make that walking connection have to walk along the shoulder. Getting a sidewalk in there is definitely going to make it a safer and comfortable connection for folks. River road also has some safety improvements coming up. We're doing some paving on river road that, presents an opportunity to do striping safety improvements since we will be going and striping the new asphalt anyway. What we're doing with the striping is extending the buffered section of the

bike lane. The bike lane has the painted buffer section on portions of it on river road to give cyclists more clear space from vehicles. Only goes up to a certain point. We're extending that buffer about 1900 feet north toward green lane.

At the same time we're going to be doing green pavement markings to highlight conflict points between cyclists and drivers. That is in the context of this project area primarily going to be at locations where drivers have to merge across the bike lane to get into a right turn only lane. So that green pavement marking is going to help highlight for folks they should expect to see bikes in that space. We are also working with LTD, you convert three existing bus stops to a floating bus stop configuration. I know that's a new term for a lot of folks. There's an example image on the slide. A floating bus stop essentially redesigns the bus stop to reduce conflict between a variety of roadway users. One of the things it does is it mitigates the need for the bus to merge into the bike lane and obstruct the bike lane. And it helps reduce conflicts between the bus drivers and other vehicles. Sometimes when a bus is stopped half way in a bike lane, half way in the general travel lane it creates a sense of ambiguity and confusion about what safe passing behavior is. Stopping the bus in the general travel lane makes it more clear for folks they should be fully stopping behind the bus or merging completely into the adjacent travel lane and passing the bus in the adjacent travel lane. That's something LTD said is a priority for them.

We have street light funding, approximately \$300,000 allocated on river road. We're going to be able to deliver street light improvements to river road over the next few years as well. 18th avenue is another high crash corridor, we have upcoming safety work. Really, on 18th what we have is a couple of opportunities to do intersection redesign. The first of which is in 2026 we have funding to do project at 18th and Hilliard that is going to include curb extensions to reduce the pedestrian crossing distances and hope slow speeding vehicles that might be making a turn movement too fast. At the same time, we're going to be delivering signal upgrades, and those signal upgrades support a bike phase at the intersection.

We will be better separating bikes from cars through signal timing at that location. The other intersection that we have a redesign opportunity at is 18th and chambers. So we're going to be doing paving on chambers in 2027. In early stages of talking about that paving project, staff realized this is a great opportunity to potentially package in safety improvements. Now, we're working with the consulting firm right now to evaluate what those safety improvements might be. Develop some layouts, talk about the constraints. But early conversations have included talking about curb extensions with bike facility upgrades through the intersection.

I want to mention that we have multiple roundabout projects coming up. You are probably familiar with Franklin, I won't get too into Franklin, there will be a whole additional work session focused on Franklin later this year. I don't think the date has firmly been scheduled for that but I've been told public works requested a September date. The other two roundabout projects on the horizon are we have

funding to construct a roundabout at Bailey hill and BERTELSEN, by wild Irish ridge. That's going to be a great bait way treatment -- gateway treatment to slow folks coming out of rural lane county at high speeds and transitioning into the urban environment that is Eugene. That will slow some of that speeding traffic and just visually highlight for drivers, you're entering the city, exercise an additional layer of caution.

Additionally, we have roundabouts on the horizon for division avenue. We have funding for two roundabouts on the corridor, upgraded bike facilities and enhanced pedestrian crossings. That project has involved good amount of community engagements, a lot of business engagement. We're moving in to the stage of the project where we start to develop the engineering drawings with the assistance of a consulting team. So we're transitioning from the planning concept level phase into the design phase of that currently. Franklin is currently estimated for 2027 and the other roundabout projects estimated for 2028. The city has more protected bike lanes coming up as well. We have funding secured to construct protected bike lanes on Lincoln in 2026 and on oak way in 2027. I've talked about infrastructure, but I want to take this opportunity to just highlight, there are other important areas of safety work happening at the city.

So I'm going to quickly go through some of these. First I want to mention that we're increasing FTT support traffic safety work. The public works engineering division recently recreated a traffic engineering section, led by public works engineering. I'm on this team, we will be adding a civil engineer to the team as well. A huge focus is going to be traffic safety work. Additionally, there are policy improvements under way to help support safety. I mentioned the speed management strategy, that's a good example. But to give another example I'll highlight the complete streets design standards that public works engineering has been working on.

My understanding is we're going administratively adopt the design guide but staff are going to be coming to Council to work on some code amendments that would be paired with the design guide. There will be more on that coming up. Enforcement is another huge area of work for traffic safety in Eugene. We at public works greatly appreciate the partnership of EPD. The work that our traffic safety unit does under sergeant PESKE is so important for making progress on our safety work. We also greatly appreciate the work of the major crash investigations team that responds to fatal traffic crashes and investigates the crashes. So those are great partners in the organization that we work with. I'm sure many of us have heard that traffic safety is a huge area of focus for EPD in 2026. We're doing a large traffic safety enforcement push, that's great to see so far. Lastly, I'll mention that education and outreach is a big area of work as well. The city does a lot of education and outreach, a lot of communications to give a few examples we participate in regional DUI and speed reduction public messaging campaigns. We work on that with safe lane transportation coalition. Which is led by LCOG, and paid regional advertising

encouraging folks to make safer choices on those topics. The city of Eugene holds bike safety education classes.

Additionally, EPD does a lot of education on an ongoing basis as they make contact with folks in the community and they do traffic stops. They do educate folks on traffic safety and what the law is. I will hand it over for questions and discussion.

>> I open the floor for discussion. Groves is in the queue first.

>> Groves: Traffic safety and protecting pedestrians and bicyclists is a very important piece for me. Thank you for the crossing at Churchill high school, ball fields near pepper tree. Any parents listening, that only works if your kids push the button. Activating that flashing light makes a difference in drawing your attention to an area that has a curve on it. And a lot of speeding traffic. Anyway, thank you for that. I'm happy to hear we're moving in the positive direction on some of these safety features. The most common complaint I hear is about speeding traffic. A few years ago it was homeless camps and trespassing. Now it's speeding traffic. I agree, the problem is everywhere. Out of our last five or so fatal traffic crashes how many have been connected with criminal traffic infractions? You have got the police here for phone a friend if you need it.

>> I don't know if I can give you an exact number. Does anyone from EPD want to come up and help speak to that? It's also okay if we just need to get back on that question.

>> Groves: You can get back to us. I would be interested. My tally in my head from news reports, seems like the last three, at least, have had criminal charges filed against the operator of the vehicle. I think that's a piece of this. It would be good to know. Another thing, speaking of police and fire, I absolutely believe in the data and we need to look at. That it's good to have dialogue with our responders, too. They see things -- I know from personal experience you see things that are not captured in the data. But are very contributive to bad outcomes. Also on the McLean boulevard rebuild project do we have a completion date on that? The reason I bring that up, I drive that street quite a bit. And vehicles are going into the opposite lane occurs of and everything, trying to avoid the condition of that roadway. I know the curb bumpouts have happened, you can't even see the yellow paint anymore from the tire marks. Bad things happening on that. That is a boundary between ward 1 and 8, and it is a vector. If we have -- do we have any information on when that is supposed to be complete?

>> Tellis: This summer.

>> Groves: Thank you, I hoped for that. For the fire chief, I know that we keep adding traffic calming which is good. We need to be slowing down the speeds. But the fact that we have not kept pace with our staffing levels, what's that doing to response times. Also response reliability.

>> Councilor Groves, thank you for the question. We have talked about our response times are increasing, as the population grows, the density grows. But also our ability to move about the community. There's a lot of important work that's gone on for traffic safety to slow traffic in general. That has an impact on our ability to move around. We think about that, as we imagine where the next fire stations need to be. Acknowledge partnership with the traffic staff who we take for rides when we think about traffic engineering. How we do traffic calming and some of that work. Only one lane, folks not able to move out of our way.

>> Groves: Portland fire bureau did a good study back in the day on that, they have the data. I'm out of time.

>> Thank you. We will have time for a second round. Councilor Keating?

>> Keating: Thank you for the overview and information. Similar to Councilor Groves.

>> GROVES: I'm interested in the why when I look at slides 6 and 8, local data and national data, in regards to fatalities over the last decade. I wonder how much of the fatalities are woven in to criminal activity, including but not limited to DUI or distracted driving by use of cell phones. I wonder how much of these fatalities are contributed to additional users on the roadways. I'm an E-bike user, but there is an increase in E-bikes and scooters sharing the roadways. I wonder if the education is not keeping pace with the amount of diversity on the roadways. I'm keenly interested in the distracted driver piece and the DUI. Flipping through, slide 12 the past five years have of the investment, I would welcome and I suspect my colleagues would as well, a heat map of projects in regards to traffic calming throughout the community. There was a slide, on slide 18, where you indicated the speeding hot spots I'd love to see that blown up. That coupled with a heat map of the investments I would find highly informative. Sliding through to slide 23, upcoming roundabouts. Are we using any 2022 road bond dollars for these proposed roundabouts at Bailey hill, BERTELSEN, division?

>> Tellis: There may be a piece of the bond that helps support the grant match for the division avenue project. I explained when we're getting grant funding for a project the Federal or state government is typically paying 80% to 90% of the project costs. We come in with a local match for our piece of the funding. We might need local funds to support the match for the division avenue project. Not sure for the Bailey hill and BERTELSEN. That's a no, okay. Franklin boulevard, LTD is delivering a part of the match. I can't tell if you local funds go for that.

>> Keating: Division yes?

>> Tellis: Potentially.

>> Keating: I helped write the voters pamphlet statement in support, along with Councilor Groves. I don't recall any roundabout pieces connected to it. If there were I don't suspect it would have passed. That's just my editorializing. My concern, clearly it is a speed deterrent on the roundabout but there's not a lot of education for new drivers or current drivers in the west. They have potential to decrease fatalities but studies indicate they increase crashes or fender benders in the short term. I'll take a short round.

>> Leech: Councilor Zelenka, is next.

>> Zelenka: That is help for people who think or don't know what we are doing, while people say we aren't doing anything. It's an enormous amount of work helping us meet our vision zero. I'm continually amazed how many, the amount of traffic engineers and safety engineers we have in the city.

>> We're having volume problems online.

>> Zelenka: Okay. They do work well, and they're statistically safer for all modes K you talk about that?

>> Tellis: The safety benefits associated with roundabouts are substantial, reduce speeds and also converting a signalized intersection to a roundabout comes from reducing the overall conflict points between users since everyone is circulating in the same direction, so that's another important safety benefit associated with roundabouts. We do know that some folks in the community might be a little bit unfamiliar with them. But as we build our first round of large roundabout projects a lot of folks in the community will gain that familiarity I believe, and keep that familiarity. We remain interested in the safety benefits from reducing speeds and mitigating turn conflicts.

>> Zelenka: And pedestrian and bicyclists. I was talking to the design team for Franklin and they said there is a learning curve but really short. People retain that knowledge and they use them easily. Matt was talking about the decrease in 2025, why is that?

>> Tellis: It's hard to point to any one specific factor. Anecdotally I think the increase we saw post Covid was an intersection of several large societal issues that got worse during the pandemic. The pandemic probably had something to do with substance use in ways, potentially the mental health of certain folks, and also we know that our unhoused community members are particularly vulnerable to traffic and the pandemic affected some people's housing stability. There are a number of factors at play and it's hard to call out any specific way. It is encouraging to see the decrease, we remain committed to zero being the only acceptable goal. We will continue pushing towards that.

>> Zelenka: It is a pretty significant decrease but we're not back to where we were before the pandemic. Protected bikeways and increasing them is good for the community and the safety. There's a slide 31 on high bike crash areas, and 32. What are we doing to educate people about keeping people off those roads and on to alternate routes safer, for walking and biking. The top tier are the same roads.

>> Tellis: The city of Eugene works on developing bike maps, we update regularly. We don't just share them online, we distribute physical copies, we promote what we believe are the safest and most comfortable routes for people to be taking. We do a lot of way finding signage in the community to help folks find the safer routes. And the transportation options team at public works engineering does a lot of work on bike safety education in our community. A lot involves education on what the safe routes are and how to find a good route and the risk factors you might encounter, how to maneuver around the risk factors.

>> Zelenka: Way finding would be great, alternative, don't go this way if you are walking or biking. The curb extension bulbouts with ADA ramps are great, reducing speeds. But there's an unintended consequence that the landscaping part of them, some of them are concrete but a lot of them are not. Planting responsibility and maintenance falls to the walker there. Some are great, some are dirt and weeds. That's an item, Jenny, for another day. My first item for you. That's been a mixed bag. I'll need a second round, too.

>> Councilor Zelenka, thank you. I have Councilor Kashinsky.

>> Kashinsky: Thank you and thank you for awful the work. It's important to the community. Thank you to -- I have gotten, I know people noticing the increased enforcement and expressing appreciation for it. Thank you. Speaking of sort of the enforcement piece of it, there's been vague talk about speeding and traffic light cameras. Do we have a timeline, anything that's going to happen?

>> Tellis: I'll start and EPD can join. Public works is coordinating with EPD and the municipal court on exploring a pilot program to test red light cameras up to 3 intersections. That's been a little bit logistically complicated, partially we need to hire new staff to support the operations of the program. We're increasing the overall number of citations issued. We want to make sure the court has appropriate staffing to deal with the increase not just overwhelm them. EPD needs staff to approve the citations. So that's another piece that we need to resolve before moving forward with the program. It is on the radar. Red light cameras in the state of Oregon you can do speed enforcement off them as well. That is red light camera enforcement and speeding enforcement off of the cameras.

>> Kashinsky: Thank you. Second question, one of the things I noticed in the crash report for this year is that 3 out of 4 fatalities related, for motor vehicles, were motorcycles. Which in a lot of ways, you know, like bicyclist, pedestrian, they don't

have a steel barrier surrounding them. Is that proportion of the vehicle crashes being motorcycle crashes true in past years or was this year some sort of anomaly?

>> Tellis: It can fluctuate over time. But that was notable to us as well, as it stood out 3 of the 4 motor vehicle crashes were motorcycles. I agree with you, it's an interesting notable thing to think about.

>> Kashinsky: What you look at speed limits, are we pairing that with infrastructure changes to drivers that this is a road you should be driving slower on or are we looking for places where people are exceeding the safe speed for the road?

>> Tellis: Often times the goal is both, to do speed limit changes and longer term infrastructure changes. But the timelines aren't always in alignment with those two things. The speed limit setting process in the state of Oregon is essentially, we put in a speed zone investigation request with ODOT and they deploy staff to do the methodology that is in the speed zone manual. They will do the data collection, they will do the analysis, they'll come to the conclusion about what speed limit they think is appropriate for the roadway. And either approve or deny what we have requested. Now at that point if we get a denial we have the ability to do an appeal process. But there's no guarantee that they're going to come to the same conclusion that we would. We're beholden to what speed limits ODOT approves for the roadways. That timeline is more of a data analysis, kind of data analysis window. Whereas with the construction projects the timeline is really dictated by when can we get funding and the process of having staff develop the design drawings, and the contracting process and the construction process. It is usually a much longer term process getting to a construction, roadway safety project on being constructed.

>> Kashinsky: I may be misremembering but is ODOT speed so thing process based on the speeds that people are currently driving on the road?

>> Tellis: That's a big piece of it.

>> Kashinsky: If we want people to slow down, that's chicken and the egg. But ODOT says it's the speed they're going that's what the limit should be. Then I think this is my last question that I have right now, I know a lot of the streets that these fatal crashes were on are arterials. I know that we have had several fatal crashes that involve one-way streets with two lane. That's something that is being looked at as part of this, how do we address -- is that a significant factor. How do we address that.

>> Tellis: On the topic of the two-lane one-ways, the Hilliard location, 8th and Hilliard where the fatal crash occurred in August we had long term plans to two-way that section of roadway. That's already on the radar for two-waying in the future. Other locations are going to need to be evaluated on a case-by-case basis. And our TSP update that we will be starting late this year, early next year is a good

opportunity to potentially do that larger scale systemic evaluation of which one-way streets might be appropriate for two-way conversion in the long term. Additionally since those crashes occurred, we have done a data analysis process to try to identify which marked crossings have more than one travel lane moving in the same direction. Our first crosswalk inventory that we have ever had was developed just last year with the assistance of aerial image scanning technology. We have this new crosswalk where we were able to do data analysis to really refine, here's a comprehensive list of everything where that configuration exists, all of our marked crosswalks where that exists. And so we have gone through and done some review and staff have identified signage and stripe improvements that we want to pursue for a lot of those locations. It's on our radar to make adjustments. It's a matter of finding the funding to implement them.

>> Kashinsky: Thank you, and thank you for the work on this.

>> Leech: Thank you. Up to Councilor Clark.

>> Clark: Thank you, madam President and thank you for the presentation. I appreciate the information. Oddly, you just said in response in answer to Councilor Zelenka's question, I don't want to put words in your mouth, but I think you said we, and I assume you mean public works, we know that our homeless population are particularly vulnerable to potential crash scenarios. My question is how do you know that?

>> Tellis: The crash data itself does not include housing status. When a crash happens law enforcement fills out a form that is state standardized, it doesn't have a box where you check housing status of the individual. But we talk with our colleagues at EPD every time a fatal crash occurs, we have a debrief meeting to go over some of the factors that were at play. We have traffic planners and engineers to talk about whether there are potential things that could have improved the circumstance, reduced risk. During those conversations it's not uncommon for us to talk about the housing status of the individual. Even if it's not officially formally recorded data.

>> Clark: Got it, thank you. Everything that we seem to be doing and spending multiple millions of doing it, seem to be to the goal of creating -- of issues that deal with proximity and speed. Would you say that's from pedestrians and the travel lanes?

>> Tellis: That's a big piece of it.

>> Clark: Am I missing part of it?

>> Tellis: In overall safety efforts, speed, proximity of bikes and pedestrians to vehicles, there's also things that could be said to managing turn conflicts between

vehicles themselves to prevent vehicle versus vehicle crashes. Lighting, visibility, things of that nature.

>> Clark: It occurs to me and I would be very interested in more dates a on causation as some of my colleagues have made reference to. But it seems like we're spending a lot of money efforting entirely towards changing the expectations and behaviors of drivers. And I haven't heard anything about what we might do with the expectations and behaviors of pedestrians that might aid in our -- our mutual goal to try and reduce traffic fatalities with this type of conflict.

>> Tellis: I think you raise a good point. On the pedestrian side of things we have talked recently, like I said the vision zero intersection study doesn't have materials to show yet. But we did start doing some data collection around things like pedestrian push button usage, we're getting interesting data points on that front. We're still in the data analysis phase. We will have to talk about project recommendations with the engineering firm we're working at, with when we get to that interval. But there's some interesting lessons to learn from some of that data. I think.

>> Clark: That brings me to my larger point, which I guess is a comment that will say. We as a city are spending multiple, multiple, multiple millions of dollars to come to a solution on our goal. Less people harmed on the roadways. That's a great goal and all of us share it. It seems like we're spending a lot of money and making a lot of efforts before we have the best knowledge of what causes the problem. For me that seems like we're taking the prescription before we do a thorough analysis. I have a little bit of concern with us spending this much money before we thoroughly examine why do most crashes happen. Thank you.

>> Leech: Thank you, Councilor Clark. Thank you staff. I'll start with what I appreciate. First I really appreciate staff's grant writing, my ward has been a recipient of that some of that bike infrastructure.

>> Yeh: Especially those clinky crosswalks, they're popular in my ward. I want to thank people for the time it takes to write those grants and going after them. Second is I want to thank you for your strategy of looking for opportunities to take existing projects through vision zero lens and see what can we add to those projects that we're already doing, putting money into. Fantastic, we should be doing that all the time. That's the right strategy. I also want to appreciate how you use crash rather than accident. Shifting our thinking away from these incidents being random unpredictable things that have tragedies that happen to us to seeing them as preventable, through behavior change and street design is what we need to do. That's what the data shows us. These are not random, they're preventable. We can invest funds that will make tangible difference and save lives. Yes, definitely, thank you for all of that. The Mayor wasn't able to be here today but I had an opportunity to talk to her earlier about this. Because it's one of her major priority issues. One of the things she's actively working on is highlighting lighter and quicker ways for us to

intervene and make adjustments in our streets. So my question is along those lines, I know other cities have, we have talked a little bit at the table about these mobile traffic calming kits that they can take out, and kind of pilot for a little while, see if it works are see if the neighborhood likes it. I wonder if we've looked into that at this point.

>> Tellis: The closest thing we have done at this point is there's been a number of projects where we construct quick build style projects automatic of flexible delineators. At Clark and Adams we did. We have done curb extensions from flexible delineators. We don't have a day setup or week set up. It's something we can look at and get back on.

>> Yeh: I know people are hesitant to jump into a big change in their neighborhood. Being able to pilot it for a few weeks and see how it really works and what, does it change behaviors, slow people down. It could be helpful and make people more confident in those involvement as they make plans. Especially maybe not on the larger streets but the smaller neighborhoods where they have conversations about these types of investments. I would appreciate that. I appreciate having the slides, that incorporated both the fatalities and the serious injury. Would have been nice to have that at the beginning so the community could also kind of see that. I realize that makes the graphs harder to do, there are more serious injuries than fatalities. Which is a good thing. But the serious injuries is part of vision zero, we don't want life altering injuries happening. Because -- I'm going to need another round. Thank you.

>> Leech: Thank you, I have Councilor Evans online.

>> Evans: Thank you, Council President, I appreciate the opportunity to ask these quos. I have a lot of them. I may have to bump into round two. Going back to some initial comments that you made in your presentation about the Franklin boulevard roundabout, my understanding after having some conversations with people a few weeks ago is that the remedy for the traffic issues that we're seeing on Franklin boulevard in front of the arena and the university has not been settled on. Is that correct? We have not decided whether we are going to put a roundabout there or not?

>> Tellis: Rob, do you want to speak to Franklin? One moment.

>> Rob: Good afternoon, rob INTERFELD. We're confirming that the roundabouts will function as intended, it's more complex than anticipated. We want to make sure we get it right. That's the thing we committed to the community that we'll only move forward if we're 100% sure they'll work as anticipated of the traffic modelling, it is complex. It has -- we have bus, transit going through the middle. We're putting a lot of -- a lot of work trying to accomplish what we want and making it safe and working well for all modes of transportation. Does that answer your question Councilor Evans?

>> Evans: To a certain degree. I appreciate that, rob. But I'll throw in a caveat of my own. If you can't use it at Franklin boulevard, I want it on highway 99 at four corners. Just keep that in mind. I think that that would be one of the critical solutions that we can apply to deal with some of the traffic issues that we have going on in that corridor. Moving on from that, lighting is another issue. I understand that we're going to have some lighting changes along highway 99. Identify seen some of that on the bridge coming over that we're starting to do that implementation. But can you talk a little bit more about that, and then also my concern is how does this align with the concerns that have been expressed at City Council by various people about our conflict with the night sky people, night sky issue?

>> Tellis: Sure, thanks for the question. The lighting project on highway 99 has a lot of promise to help some of the challenges we have had out there. Like I said before, we're adding new street lighting on secretaries of highway 99 that don't currently have it, that are within our jurisdiction. So for anyone who doesn't know, the city of Eugene has jurisdiction of highway 99 until approximately a few hundred feet south of belt line. There are certain sections particularly the northern side of that that don't have street lighting currently, we're adding more street lighting. As I mentioned, we're taking the existing L.E.D.s for the segment from approximately Roosevelt to that northern extent. We're converting them to brighter L.E.D.s. So that is going to help brighten up the corridor, help with pedestrian visibility at night which should help with the crash circumstances. I know there are many folks in the community who have concerns about light pollution. And I will say L.E.D.s thankfully have more downward focus than older street lighting technology. We will lose less of the lighting upwards. It will be more directional downwards. That's going to be helpful. If anyone has concerns about light incursion into something like a motel room for example, we can do shields on the backsides of the lighting to help prevent some of that spread backwards toward the building. Overall, the safety needs on highway 99 are substantial. It is staggering the loss of life that we have had out there. And I think the street lighting is going to help. It's one intervention that can help the traffic safety situation. So it feels like a really important priority for us.

>> Evans: Two things along those lines with that. One is has staff had any kind of conversations with the night sky advocates, that's one. Two, in terms of overall safety, one of the things that I have been advocating for particularly in concert with vision zero, education for pedestrians and bicyclists about wearing reflective gear. I want to know, have we had any analysis about what it would take for the city to invest in being able to provide free reflective gear like vests or things like that for bicyclists and for pedestrians who are regularly transiting our corridors at night.

>> Tellis: I'll start with the second question. We participate in a regional partnership that does exactly that. The CNC and BCN campaign we hold regional family around daylight savings in the fall. City of Eugene in partnership with LCOG and transportation organizations in our area we distribute free bike lights, free safety

vests, pedestrian reflectors that you can clip on backpacks. We give out a lot of free materials. A lot goes to social service providers. We do a big outreach effort with the social service providers every fall as things start getting darker to try pushing out those materials to folks. It is something we do annually. We plan to continue doing it annually.

>> Evans: Go ahead. And I appreciate those efforts. I just really think that we need more --

>> Leech: You're out of time Councilor Evans, anyway. We'll move on. I will put myself in the queue. We've known that the river road corridor is one of our highest --

>> Evans: -- corridors without reflective gear.

>> Tellis: We had a technical difficulty here. Do I have more time to respond to him?

>> Leech: Sure.

>> Evans: I can't see a clock.

>> Leech: Councilor Evans you are out of time but staff is going to continue to respond to your question.

>> Evans: Put me down for round two Council President.

>> Tellis: Can I hold my comment.

>> Evans: Go ahead and we'll get round two.

>> Tellis: To your first night skies question, we haven't specifically engaged with any community advocates related to the highway 99 lighting project at this point. I don't believe. But that is certainly something we can do.

>> Evans: I would like to see that.

>> Leech: Thank you for adjusting there with us. So back to river road. We know that it is a high crash corridor, in need of pedestrian safety improvements. As a Council I think in 2023 we moved forward and voted to approve the corridor, MX improvements. We haven't gotten an update on that in a while. I'm curious if you have an update status-wise. A lot is dependent on Federal funding I know. Proper poised improvements can compliment that future work, or if there's anything that we need to think about in terms of adjustments there. Then I will pause there and continue.

>> Tellis: I think the river road corridor study is a good opportunity to look for infrastructure changes that can help support that enhanced transit service that we're envisioning for river road in the long term. Transit efficiency improvements we will be looking at are really focused on trying to solve the question of how we get the bus through around the belt line interchange during periods of congestion. How we can support better movement in that area and that helps with frequency of bus service. The corridor study is related and help refine some of our thinking on how we get to being able to deliver that more frequent transit service. On river road. Rob do you have anything to add related to moving ahead?

>> Rob: We had the kickoff meeting this morning, literally. We're excited. We have a great team of are consult answers. We will look at a range of options for making the corridor safer. We have a little over \$2 million from the central lane MPO for implementing what comes out of the river road and highway 99 study. There will be ample opportunities for public engagement. We have heard a lot from the community about moving ahead and other processes about what the problems are. We want to make sure that we're taking the information that we have and not asking people to tell us what's wrong with it. We are probably going to do a little less of asking what the problem is. We did public engagement, everyone was involved and the population turned over a bit too. Does that answer?

>> Leech: Yes, kickoff this morning, amazing. I think that's smart. Over time people want walking, biking, safety, not something that we have. I would love to speak more towards that intersection, the belt line area. It is congested. People are confused, a lot of movement in between the lanes, a lot of signalling, people are trying to get over to turn right on division avenue. I'm curious about the placement of the round about on division. Is it the river road division corner or is it farther up division?

>> Tellis: It is further up division. Commercial driveway close to Burger King if you can visualize that. And then down at the intersection with lone oak closer to the Taco Bell. Two of the higher crash intersections along the corridor. We have a lot of severe crashes over the years regarding turn movements in and out of those busy commercial shopping centers. That should mitigate.

>> Leech: I agree that curve comes around, people are going a bit fast. One thing I was most excited about, I live closer on river road towards the north west Expressway, one I've seen many, many crashes on. The fact, how fast people can get within a short amount of time. It feels like the highway enhanced corridor looked a little bit more, is it possible to put a median in here to make it feel less highway-like and more like a residential neighborhood. I'm excited that we're moving forward with projects that moving ahead is going with more enhancements along that corridor. Yeah, kind of going back to that dark sky international lighting, totally understand that highway 99 area needs as much lighting as we can give it. If there is enough interest to investigate where we can look into the dark sky approved type of lighting. The thing that's compelling for me and I'm sorry, I'm over time, too, I'll put

myself back into the queue. There's nobody to stop me. I'm running the show here. I'll put myself back in the queue. I'll go back to the top to Councilor Groves for second round.

>> Groves: Thank you. Risk management 101 if it's predictable it's preventable. Any time we put a pedestrian or a bicyclist in a traffic lane we are increasing the risk and opportunity and probability of conflict and a bad outcome. We need to look at the road designs. When I drive into Springfield I'm envious, see Pioneer Parkway, a good separation of space for pedestrians and bicyclists from the two double travel lanes. My next point is just reinforcing what I said earlier. I think Councilor Clark brought up the issue, when we talk to police, that's how we know. That gets back to the point in the first round, speak with your public safety folks. Fire and police. They see this all the time, they know what is happening out there, whether there's data to support it, they see it day after day after day. That is something I draw on, that's another piece. I think if roundabouts had been in the vote we might not have passed our last road bond, I agree with Councilor Keating of the public I speak with are not in favor of roundabouts.

I'm thrilled to hear one is coming in on Bailey Hill Road and BERTELSEN, that is a dangerous stretch of road. We have Wild Irish Ridge Trailhead there. Parking on both sides of the street. We have vehicles traveling in both directions with a thin line 5, 5 miles an hour, 110-mile-an-hour closure. You have a wreck at that speed they aren't survivable. I am thrilled, I said on MPC. And we reprioritized put in the top 5 the section of belt line between Roosevelt and West 11th, Highway 126. I have personally cut people out of car wrecks on that, 110-mile-an-hour closure speeds are not survive an. That's something that will be state funding. There's no funding assigned to it yet. Something we need to push for as a city. That's a dangerous stretch of roadway. The question on the speed limits. ODOT don't affect local streets. It is collectors and arterials, correct?

>> Tellis: ODOT regulates all streets regardless of whether we own them or they own them. Now, they legislatively enabled cities to lower the speed limit five miles per hour below the statutory speed for local residential streets. A number of years ago. That applies to collector residential streets. We came to Council and wanted to pursue the 20 is plenty project that did the widespread speed limit lowering down to 20 for our local residential streets. We needed to do that via Council ordinance because the state requirements are structured that way. Anything that's not covered we need to go through the speed limit setting with ODOT, there's a little more nuance but essentially doing an investigation with ODOT or working with them to revert a designated speed limit to a statutory speed limit. Getting their approval is required.

>> Groves: That helps, I'm short of time again. Speed trailers. Any plans to purchase more of those? They seem to be effective in raising awareness.

>> Tellis: EPD does have plans to buy more. I don't know if anyone wants to speak to. That here we go, one moment.

>> Evans: We reeled one in.

>> Repeat the question, really quick, please.

>> Groves: Is there any plans to add additional speed trailers. They seem like they work really well for raising awareness especially in neighborhoods.

>> Definitely. Currently approved for and looking to buy two more. These two have been upgraded with realtime data. We can simply -- with the subscription that it comes with, pull through time of day action intelligible information realtime, how many cars are traveling through and exactly what speed they're traveling at.

>> Groves: They need phasers, too. [Chuckling]

>> that's the upgrade.

>> Leech: We have 15 minutes left. I have six people in the queue for round two. If we can just keep it as minimal as possible. I have Councilor Keating.

>> Keating: Thank you Council President, Captain, you may want to come up to the hot seat again, deputy chief. Piggybacking on Councilor groves' guardian trailers inquiry. I have constituents reach out asking for the guardian trailers in their community. It is my understanding in communication with chief skinner that there's an antiquated policy that references neighborhood association chairs or co-chairs as being the co-to responsible party to make such a request. That that request doesn't necessarily fall on individual Councilors. Yet that policy may be evolving hopefully to allow for more transparency or greater accessibility to whoever can make that request. I don't know what a fix would look like. But can you comment on the existing policy and perhaps the potential for reshaping said policy.

>> Councilor, thank you. Point of clarification are you referring to the guardian trailers or reader boards?

>> Keating: The radar readers, I might be mistaken -- whatever one tracks the speed.

>> It's my understanding we don't have an actual policy in place regarding the radar reader boards. We have processes in place, this is probably what you reference. We certainly are open to creating space where the community can reach out to the Police Department. We can make priorities. The biggest thing is resources, I mean we are getting two more, total of four. We have to prioritize based on critical needs and safety areas. That gives us the ability to do that based on who is reaching out, the requests that are being made. As a part of this, the initiative for

2026, we will be doing monthly meetings with our stakeholders assessing priorities for critical need areas. That's a good opportunity to assess those requests that come in regularly. Right now it's they reach out to community engagement team and we can process those as needed.

>> Keating: That's encouraging to hear, thank you for framing the evolution of how we might be able to make such requests in the future. I have a comment about the high priority areas, I thank you all for the work. I want to recognize as someone who walks his dog to the tune of 15,000 steps or so a day, I see hot spots and potential predictable dangerous areas throughout the community I live in south Eugene. From where I'm at, on 30th and agate down to tugman park to VLT, south Eugene high area, Roosevelt middle school area. I see great potential -- potentially dangerous spot. and spots that have been informed by local residents expressing their concern to me. But they aren't exactly high traffic areas. 32nd and onyx, there's no visible yield sign and community members clamor for a stop sign. I don't know what metric it needs to reach to secure a stop sign in the future at an intersection like east 32nd and onyx. What is the process that a community member can go through to ask for a study or indicate more qualitatively the danger, though it might not meet the quantitative metric.

>> Tellis: Neighbors write in requesting stop signs, they call. We refer those requests to the traffic operations group in public works maintenance. Whether a two-way top stop or four-way stop is appropriate for the location. You want to speak to the methodology involved in the stop?

>> I'm Christina Charvat, traffic engineer for public works. So I have not fielded many of these at the city of Eugene. [Audio cutting out] usualley there are minimum volumes. But I'll oftentimes we get these requests that we can look at -- if those minimum volumes aren't being met. There's a way they can call us, they can submit -- requests online, they have a variety --

>> Keating: If I can close with a question about the future of traffic safety in our community. Is your department doing anything to get ahead of A.I., wayMO, automated drivers on our streets and the dangers that might be coming with A.I.?

>> Tellis: We haven't had many conversations about autonomous vehicles. We haven't had wayMO approach us as they have some communities. It hasn't really come knocking at our door. To the maximum extent we have talked about it, the city's electric vehicle strategy has a little bit of content in it about A.I. -- excuse me, autonomous vehicles. And it is just vaguely references kind of doing more policy work in the future. It hasn't come knocking at our door yet. We haven't had a lot of robust conversation about it, to be honest with you.

>> Clark: It's in the transplant.

>> Keating: Thank you.

>> Leech: We are starting to run out of time. We are not going to get through our queue today. I know that I have a lot more questions, I see a lot of people, my colleagues have more questions. Do we have a plan to come back to this topic in another work session?

>> Tellis: Not sure who the best person is. I'm happy to come if I'm asked to come.

>> At the Council's direction we can look at the tentative agenda, we will have to prioritize.

>> Leech: If I can get some nods I would love to make a motion right now to have another work session on this topic, just for more information so we can get all of our questions answered.

>> Clark second.

>> Leech: Any discussion on that? All right, I will take a vote. Looks like we are 8-0 to come back to talk more about this topic. Thank you so much. Very, very interesting, it is a timely topic. So much amazing work that's being done. That's why we want to learn more. Thank you for your presentation. If I may, new city manager, if you have any reflecting comments this last two minutes.

>> Haruyama: Other than happy to be here, I want to be sensitive of our time. This was a great experiment to see where you all are in terms of priorities and also great job to the staff that gave a lot of context for me coming in on my first day. Thank you.

>> Leech: Thank you. And with that I conclude our agenda for today. I now close the April 15 -- okay. I now close the April 15, 2026 work session.