



Eugene City Council

125 E. 8th Ave., 2nd Floor
Eugene, OR 97401-2793
541-682-5010 • 541-682-5414 Fax
www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

March 11, 2020

12:00 p.m. CITY COUNCIL WORK SESSION
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

Meeting of March 11, 2020;
Her Honor Mayor Lucy Vinis Presiding

Councilors

Emily Semple, President
Mike Clark
Chris Pryor
Betty Taylor

Jennifer Yeh, Vice President
Greg Evans
Claire Syrett
Alan Zelenka

12:00 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: Emergency Preparedness Update**
- 2. WORK SESSION: Speed Limits on Residential Streets**

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El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

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EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Speed Limits on Residential Streets

Meeting Date: March 11, 2020
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Chris Henry
Contact Telephone Number: 541-682-8472

ISSUE STATEMENT

The Eugene City Council will be briefed on options to adopt an ordinance to designate lower speed limits on residential streets.

BACKGROUND

Senate Bill 558 passed in the 2019 legislative session, allowing cities to designate speeds on non-arterial residential streets five miles per hour lower than the statutory speed limit. Effectively, this legislative change allows the City Council to adopt an ordinance to designate a speed limit of 20 miles per hour on residential non-arterial streets. Previously, only the City of Portland had authority through legislation to designate speed in this context. The passing of SB 558 extended authority to all cities.

The Eugene Vision Zero Action Plan, adopted by administrative order in 2019, identified: speed as a factor in crashes causing injuries or death; slowing vehicle speeds as a strategy to reduce harm to people in a crash; and taking actions to reduce speed limits on the Vision Zero High Crash Network as well as supporting legislation to allow local control to designate speed limits.

Speed is a significant determinant of outcomes in crashes. When speeds are lower, people are less likely to be injured or killed. As speed in a crash increases, the likelihood of serious injury or death is much greater. Research shows that in crashes at 20 miles per hour, there is a 10 percent likelihood of serious injury or death; at 30 miles per hour, the likelihood of serious injury or death increases to 40 percent; and at 40 miles per hour, the likelihood of serious injury or death increases to 70 percent.

Funding to implement a change designating 20 miles per hour speed limits on local residential streets has been identified. A strategy for implementation would include changing existing speed limit signs on local residential streets. The sign changes would include a community outreach campaign that make yard signs available to residents to remind neighbors that “20 IS PLENTY” or similar messaging as used in Portland, Oregon and other cities around the world. Designating lower speeds on residential collector streets would be considered on a case by case basis through evaluation of the street context.

March 11, 2020, Work Session – Item 2

Efforts to reduce transportation-related fatalities or serious injuries are consistent with a triple bottom line approach to decision-making in the community. Reducing harm to people supports a healthy community. Making streets safer for people who walk, use a mobility device, ride a bicycle or the bus makes those options more comfortable and attractive compared to driving a car and is consistent with climate recovery goals. Reducing crashes and the financial costs of harm to people or property also supports a healthy economy.

PREVIOUS COUNCIL DIRECTION

On November 18, 2015, the Eugene City Council adopted Resolution 5143, "A resolution setting as official policy the Vision Zero goal that no loss of life or serious injury on our transportation system is acceptable." <https://www.eugene-or.gov/DocumentCenter/View/27858>

Following this policy direction, staff provided active legislative support through letter submission and public hearing testimony (by then City Engineer Matt Rodrigues) to pass SB 558 allowing cities to designate lower speeds on residential streets. The concept for this bill was one of the top five priorities for the 2019 legislative session for the League of Oregon Cities' Transportation Policy Committee, on which City of Eugene Transportation Planning Manager Rob Inerfeld serves and Councilor Evans was the chair.

COUNCIL OPTIONS

The City Council may consider the following options:

- A. Support setting a public hearing on a proposed ordinance to designate lower speed limits on residential streets.
- B. Oppose setting a public hearing on a proposed ordinance to designate lower speed limits on residential streets.
- C. Request additional information or work sessions prior to making a decision about whether to set a public hearing on a proposed ordinance to designate lower speed limits on residential streets.

CITY MANAGER'S RECOMMENDATION

Given City Council's previous action that sets as official policy Vision Zero's goal of zero fatalities or serious injuries on our transportation system, the City Manager recommends support for setting a public hearing on a proposed ordinance to designate lower speed limits on residential streets.

SUGGESTED MOTION

Move to direct the City Manager to set a public hearing on a proposed ordinance to designate a speed limit that is five miles per hour lower than the statutory speed limit where authorized by state statute.

ATTACHMENTS

None.

FOR MORE INFORMATION

Staff Contact: Chris Henry, Transportation Planning Engineer

Telephone: 541-682-8472

Staff E-Mail: CHenry@eugene-or.gov