



Eugene City Council

500 E 4th Ave., Suite 302
Eugene, OR 97401
541-682-5010 • 541-682-5414 Fax
www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

April 15, 2026

12:00 p.m. CITY COUNCIL WORK SESSION

City Council Wednesday work sessions are held in hybrid format using in person and virtual meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

**Meeting of April 15, 2026;
Her Honor Mayor Kaarin Knudson Presiding**

Councilors

Lyndsie Leech, President
Jennifer Yeh
Mike Clark
Randy Groves

Eliza Kashinsky, Vice President
Alan Zelenka
Greg Evans
Matt Keating

12:00 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: City Manager Update**
- 2. WORK SESSION: Vision Zero Update**

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

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.

For more information, contact the Council Coordinator at 541-682-5010,
or visit us online at www.eugene-or.gov.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: City Manager Update

Meeting Date: April 15, 2026
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Jenny Haruyama
Phone: 541-682-5010

ISSUE STATEMENT

This item is an opportunity for the City Manager to provide the Council with updates regarding emergent items.

BACKGROUND

As needed, the City Manager will routinely provide updates to the Council on items of interest.

SUGGESTED MOTION

None.

ATTACHMENTS

None.

FOR MORE INFORMATION

Staff Contact: Jenny Haruyama, City Manager
Telephone: 541-682-5010

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Vision Zero Update

Meeting Date: April 15, 2026
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Christina Charvat
Phone: 541-682-5216

ISSUE STATEMENT

This is an informational session on the City of Eugene's Vision Zero efforts to reduce fatal and serious injury traffic crashes. City staff are working every day to identify and reduce risk on the transportation system through a variety of means such as data analysis, safety-oriented infrastructure improvements, focused enforcement, and education.

BACKGROUND

Update On Fatal Traffic Crashes in Recent Years

Like many communities across the country, the Eugene area experienced a substantial post-COVID increase in fatal traffic crashes. This increase included 14 fatal crashes in 2022, 14 fatal crashes in 2023, and 22 fatal crashes in 2024. Preliminary crash data from 2025 indicates that Eugene experienced its first decrease in traffic fatalities since 2020, with a total of 10 fatal traffic crashes within the Eugene Urban Growth Boundary (UGB). While this statistic is still high, it represents a 55 percent decrease from 2024 and a 41 percent decrease from the 2022-2024 three-year average. See **Attachment A**, 2025 Fatal Crash Report for more information.

Despite this decrease, the City remains committed to the goal of achieving zero traffic deaths. The loss of life on Eugene's roadways in recent years reaffirms the need to continue investing in safety infrastructure, community education, and traffic safety enforcement.

Note: The State prioritizes release of a limited preliminary fatal crash dataset, often within two months of the calendar year completion. City staff will provide summary information on preliminary fatal crash data on an annual basis in the form of the fatal crash report. Finalized fatal crash data and data on non-fatal traffic crashes is published by Oregon Department of Transportation (ODOT) on an annual basis approximately 16-18 months following the calendar year it covers. The approved dataset for 2024-present is not available at the time of this report.

Work Done To-Date

- a) Infrastructure improvements: From 2020-2025, the City constructed more than \$27 million in walking and biking infrastructure to support safer and more comfortable trips for vulnerable roadway users. Network improvements included sidewalk infill projects, added shared-use path segments, and more than 2.8 miles of protected bike lanes. Safety improvements intended to improve driver yield compliance and reduce pedestrian risk included marked crosswalk enhancements, flashing yellow pedestrian beacons, pedestrian signals and curb extension/Americans with Disabilities Act (ADA) ramp bump outs. Street and path lighting projects

April 15, 2026 Work Session – Item 2

improved visibility for all roadway and path users. See **Attachment B** for more 2020-2025 project information or view the [2020-2025 active transportation improvements map](#).

- b) **Education and Outreach:** Through membership in the Safe Lane Transportation Coalition, City staff participated in the development of regional ~~co~~driving under the influence of intoxicants (DUII) mitigation and [speed reduction](#) public information campaigns. These campaigns are ongoing and include paid advertising throughout Lane County.
- c) **Speed Reductions:** City Council approved an ordinance July 13, 2020, that authorized speed limit reductions from 25 mph to 20 mph on most neighborhood residential streets.
- d) **Update of the Vision Zero Action Plan Dataset:** City staff are working to update the Vision Zero Action Plan to include crash data from a more recent time period. The original action plan included crash data from 2007-2015, whereas the updated draft action plan includes information from crashes that occurred between 2014-2022. This data update has allowed City staff to create new high crash network maps and update statistics on common crash causes and factors. The draft document is being reviewed for administrative approval at the time of writing this AIS and the adoption of the updated action plan will keep the City of Eugene eligible to apply for construction funding under the [Federal Safe Streets and Roads for All grant](#). The updated action plan draft under review did not adjust any of the document's action items, which is a process that would require a more robust public engagement and stakeholder engagement effort. City staff expect to begin the next full update to the Vision Zero Action Plan in 2029, which will include changes to the action items within the document. This update will follow the update of Eugene's Transportation System Plan (which will begin in late 2026 or early 2027). The TSP update will be another important opportunity to engage in transportation safety planning.

Work Under Way

Crash data reviews, performed both during the effort to create the initial Vision Zero Action Plan and the draft update, have been used to create the current roadmap of projects and safety focus areas. A data-driven decision-making model supports a proactive approach to network treatments instead of a reactive approach. Some examples of actions now under way are:

- a) **Increase staff working on Vision Zero goals**

City of Eugene Public Works added a Traffic Engineer to lead a new Traffic Engineering Section focused on transportation safety.

- b) **Increase focus on enforcement**

EPD has made traffic enforcement a priority of the Patrol Division this year to aid in the implementation of Vision Zero. The Traffic Safety Unit (TSU) is producing monthly trainings to refresh and enhance patrol officers knowledge of traffic enforcement efforts and areas of concern. TSU and Patrol have already conducted an enforcement campaign on River Road in response to being identified as a high crash corridor. Additional campaigns on Highway 99 and River Road are planned throughout the year. EPD has also added improved radar technology in police vehicles to support additional speed enforcement. Pedestrian Safety operations are in the planning stages. The first will occur around the Hilyard Street and Patterson Street area to address pedestrian safety concerns. Public Works, EPD, and the Municipal Court are also coordinating a pilot program that would test red light and speed photo enforcement at up to three intersections in Eugene. City staff are currently working to identify how many new staff

positions would be necessary at EPD and the Municipal Court to support program operations. Funding for those new positions has not yet been secured but will need to be addressed prior to selecting a vendor and implementing the pilot program.

c) Education and outreach

City staff will continue participating in information campaigns with partner organizations, providing annual Vision Zero updates, and prioritizing community engagement on safety.

d) Complete Street Design Standards adoption

City staff have developed and are working to adopt a [Complete Street Design Standards](#) document that will shape choices of street design and development with the goal of a safer transportation network. The Complete Street Design Standards provide guidance for public projects and development of new streets and will be adopted administratively so that changes to state or federal standards as well as emerging best practices can be incorporated into the document as needed. Changes to Eugene Code Chapters 7 and 9 will be required to update street and right of way widths and will include Planning Commission recommendation, public hearings, and City Council adoption.

e) Speed management

- Development of speed management strategy: Public Works Engineering is working on a data-driven, strategic and comprehensive citywide approach to reducing vehicle speeds, starting with a data analysis project that uses anonymized connected vehicle and cellphone data to map which streets in Eugene have the most significant occurrence of speeding. A citywide speed management strategy will identify priority corridors for speed reduction work, such as focused enforcement, traffic calming, and speed limit changes and will lead to policies that support safer speeds on Eugene streets. Work on this is still underway, but City staff have made progress on mapping speeding hotspots by comparing the [50th percentile speeds](#) and [85th percentile speeds](#) to the posted speed limits.
- Speed limit reductions: City staff have requested the state perform required investigations to lower speed limits on several high-speed arterial and collector roadways, including some streets identified as high crash corridors. Additionally, staff will continue to pursue lower speed limits on residential streets where state law permits. Corridors awaiting speed zone investigations from ODOT include: Highway 99/6th Avenue (from Jessen Drive to Garfield Street), Jefferson Street (from 1st Avenue to 13th Avenue), Washington Street (from 1st Avenue to 13th Avenue), Goodpasture Island Road (from Norkenzie Road to Valley River Drive), and Green Acres Road (from Delta Highway to Norkenzie Road).

f) Traffic calming

Traffic calming efforts in Eugene include vertical deflection (e.g., speed humps, cushions or raised crossings) and horizontal deflection (e.g., curb extensions, roundabouts or chicanes). Public Works Engineering looks at speed, volume, crash data, and other safety variables to make informed decisions about prioritizing locations for new traffic calming projects. The City has \$100,000 in local annual funding to implement traffic calming projects. The City of Eugene has also funded select traffic calming projects out of the 2022 transportation bond and has

pending grant applications under consideration that may fund additional traffic calming projects.

g) Upcoming capital safety projects on the High Crash Network

Highway 99: Crash data indicates Highway 99 is a high crash corridor for people walking, biking and driving, making it a top priority for future safety projects. Highway 99 has had 13 fatal traffic crashes since the beginning of 2020 and had 23 serious injury crashes between 2020 and 2023. Staff are actively working to plan, fund and construct multimodal safety improvements. Safety improvements are expected to be implemented in phases, given the scale of safety needs on the corridor and the limited availability of funding. Funding has been secured for these initial projects scheduled for 2026 and 2027:

- **Lighting:** The City plans to add new streetlights and upgrade existing streetlights to brighter LEDs.
- **ADA curb ramps:** Six intersections will receive ADA curb ramp upgrades. Where appropriate, curb extensions/bumped out ramps will be constructed, reducing pedestrian crossing distances and improving safety.
- **Sidewalk infill:** New sidewalks will connect Barger to Prairie Road along Highway 99.

River Road: Crash data indicates River Road is a high crash corridor affecting people walking, biking and driving, making it a high priority corridor for large-scale safety improvements. Since 2020, the corridor has experienced six fatal traffic crashes and had 19 serious injury traffic crashes between 2020 and 2023.

Funded construction improvements on River Road include:

- **Lighting:** The 2022 transportation bond provides \$300,000 in funding for the addition of new streetlights along River Road.
- **Extending bike lane buffer:** Upcoming paving on River Road presents the opportunity to extend the bike lane buffer approximately 1,900 feet north to Green Lane, helping separate people biking from vehicles. This may also help reduce barriers to constructing protected bike lanes on River Road in the longer term.
- **Green conflict-point pavement markings:** Upcoming paving on River Road will add dashed green bike lane pavement markings to highlight conflict points where drivers cross the bike lanes to enter into right-turn-only lanes.
- **Floating bus stops:** Lane Transit District (LTD) and the City are coordinating to convert three existing bus stops on River Road to a floating bus stop design. The new design will mitigate confusion and unsafe behavior and result in fewer conflicts between bus drivers, people driving and people biking by allowing the bus to stop fully in the travel lane, with the bike lane routing behind the bus platform. This approach will lessen delays for the bus when merging back into the travel lane. People biking are required to yield to passengers boarding and exiting the bus.

18th Avenue: Crash data indicates 18th Avenue is a high crash corridor for people biking and driving. The corridor has had three fatal crashes since the beginning of 2020 and nine serious injury traffic crashes from 2020-2023.

Funded capital safety projects on 18th Avenue. include:

- Chambers intersection redesign: The intersection of 18th and Chambers was identified as one of the City's Vision Zero high crash intersections in the original Vision Zero Action Plan. City staff are evaluating the feasibility of including safety improvements to the intersection in an upcoming paving project schedule for Chambers Street. Improvement possibilities include curb extensions, travel lane reductions and consolidation of driveways near the intersection.
- Hilyard intersection redesign: The City is building curb extensions at 18th and Hilyard this summer to reduce pedestrian crossing distance and decrease turn speed. The project will install a bike signal to provide separate movements for people biking and driving.

Division Avenue: From 2020-2023, Division Avenue experienced two serious injury traffic crashes and includes one of the City's high crash intersections (Division Avenue and Lone Oak Way). The City has been awarded an All Roads Transportation Safety grant to design and construct two roundabouts, improve bike facilities, and enhance pedestrian crossings on Division Avenue. After community engagement on two concept designs, PW hired a consultant to complete the project design, assist with the right-of-way acquisition and manage construction.

Franklin Boulevard: Franklin Boulevard experienced eight serious injury traffic crashes from 2020-2023. The updated draft of the Vision Zero Action Plan identifies the intersection of Franklin and Walnut as a high crash intersection, primarily because of pedestrian crash history. Funding has been secured for phase one of the Franklin Boulevard Transformation Project, which includes continuous and separate facilities for walking, biking and rolling, two lanes for the LTD bus, and the replacement of traffic signals with roundabouts at Walnut and 13th/Moss.

Garfield Street: From 2020-2023, Garfield Street experienced one fatal traffic crash and seven serious injury traffic crashes. No fatal crashes have taken place on Garfield since 2023, but it remains on the City's high crash network for people biking.

The 2022 transportation bond provided funding for the construction of a pedestrian signal near Broadway Street. This signal will stop traffic with a solid red indication, helping to improve vehicle compliance and serve pedestrian crossing demand related to the BottleDrop Redemption Center on Broadway Street, where many vulnerable community members exchange bottles and cans for cash.

Hilyard Street: Hilyard Street is identified as a high crash corridor for people walking in the updated draft Vision Zero Action Plan. Two fatal traffic crashes have occurred on Hilyard Street since 2020, and four serious injury crashes were recorded between 2020 and 2023.

Pedestrian crossing enhancements at 15th Avenue are planned to better serve crossing demand between the university and numerous multifamily housing complexes to the west.

Please see **Attachment C** for a more comprehensive list of active transportation safety improvements funded through 2028 or view the [2026-2028 funded active transportation projects map](#).

h) Planning and safety studies under way

River Road and Highway 99 corridors study: The City and LTD are partnering on concurrent corridor studies for River Road and Highway 99. The project team is focusing on:

- Improving bus speed and reliability through tools such as bus lanes, bus-and-turn lanes and better intersection controls.
- Enhancing bus access and active transportation safety through improved crossings, better bikeways and accessible infrastructure.
- Identifying broader corridor safety and comfort improvements, such as medians, roundabouts, street lighting and intersection upgrades.

Data collection and technical analysis will begin this spring, and community engagement activities will be scheduled for the following months. These studies will ultimately produce corridor plans for both River Road and Highway 99.

Vision Zero Intersections Study: This study is analyzing safety conditions at 10 high crash intersections. Identified locations have received a comprehensive review of site conditions and crash history, along with new “near miss” video data analytics that provide unique insight into behaviors such as red-light running, crossing against the walk signal, pedestrian and cyclist crossing pathways, and speeding data. The data collection and analysis stage of the project is complete, and preliminary recommendations have been delivered by the consultant team. The next phase will include choosing a subset of locations for further evaluation and the development of planning level design concepts.

First and Last Mile Safety Study: This project will use robust data analysis and community engagement to identify safety barriers affecting access to LTD transit stops and select school bus stops with the goal of producing specific project recommendations to remove barriers for walking and biking to transit stops at the citywide scale. Recommendations will also consider where safety barriers to transit may be disproportionately affecting vulnerable populations. Data analysis will include extensive inventorying of infrastructure gaps and comfort assessment within walking and biking distance of transit stops (such as gaps in safe crossing opportunities, sidewalks, bike facilities and street lighting). Community engagement activities will include citywide surveying, on-board surveys and focus groups.

Future Efforts

- a) Developing future projects from planning and safety studies: Many competitive grant programs look at “project readiness” or “shovel-ready” projects as an important metric when choosing applications to fund. Project readiness generally refers to how prepared the grant recipient is to successfully complete the project identified in the application. In the context of transportation grants, planning studies and their related documents can be an effective tool for demonstrating that the construction project identified in the application has been thoroughly considered and is ready for engineering and construction.
- b) Opportunistically upgrading with paving projects: The City funds pavement projects through voter-approved transportation bonds. Under the 2022 bond, most paving project budgets

were scoped to include a degree of funding flexibility for opportunistic safety improvements within the paving project area. This has created opportunities to improve safety with paving projects by adding signage, striping, lighting, curb extensions/bumped out ADA ramps, and other improvements as needed and as funding has allowed. A total of [42 paving projects](#) were funded under the 2022 transportation bond.

- c) Evaluating lower cost improvements: Staff are evaluating opportunities for lower cost safety improvements such as signage and striping, speed limit investigations with ODOT, and signal timing improvements. In some locations, lower-cost safety improvements that happen in the near term will be paired with more significant roadway construction in the longer term.
- d) Transportation System Plan update: Staff are scheduled to begin work on the next update to the City's long range Transportation System Plan (TSP) in late 2026 or early 2027. This planning process presents an important opportunity to identify safety projects for high crash corridors in Eugene.

Funding Sources for Future Capital Safety Improvements

City staff apply for state and federal grant funding sources on an ongoing basis. However, some funding programs are at risk of being discontinued because of the ODOT's recent budget challenges and potential shifts in federal priorities. Transportation safety grant programs that the City of Eugene utilize include:

- Direct federal grants: Safe Streets and Roads for All (SS4A), Better Utilizing Investments to Leverage Development (BUILD), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Transportation Investment Generating Economic Recovery (TIGER)
- Metropolitan Planning Organization (MPO) programmed federal funds: Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvements (CMAQ), Transportation Alternatives (TA), Carbon Reduction (CR), and the Highway Infrastructure Program (HIP)
- State grants: All Roads Transportation Safety (ARTS), Safe Routes to School (SRTS), and the Oregon Community Paths Program

RELATED CITY POLICIES

The City's [Transportation System Plan \(TSP\)](#) contains long-range plans for transportation projects for Eugene both within and beyond a 20-year timeframe. Most projects identified in the TSP have associated safety benefits. The TSP update will begin in late 2026 or early 2027. The upcoming TSP update can help inform future updates to the Vision Zero Action Plan.

PREVIOUS COUNCIL DIRECTION

[November 18, 2015 Work Session](#)

Councilor Syrett, seconded by Councilor Zelenka, moved to adopt the substitute draft of the vision zero resolution that was provided by BEST, and adding a new Section 6 that creates a task force to involve the community in identifying the detail and impacts of what a Vision Zero policy for the city would mean.

Passed: 7:1 (Opposed by Councilor Clark)

COUNCIL OPTIONS

Informational only.

CITY MANAGER'S RECOMMENDATION

Informational only.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. 2025 Fatal Crash Report
- B. Last Five Years of Active Transportation Safety Projects
- C. 2026-2028 Funded Active Transportation Safety Projects

FOR MORE INFORMATION

Staff Contact: Christina Charvat, Traffic Engineer

Telephone: 541-682-5216

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



EUGENE FATAL CRASH REPORT

2025
Preliminary
Data

Table of Contents

Introduction	_____	01
Crash Data Sources	_____	02
Crash Overview	_____	03
Crash Victim Demographics	_____	05
Fatal Crash Locations	_____	06
Crash Trends	_____	08

Introduction

Vision Zero is a data-driven approach to reducing transportation related injuries and saving lives. While data is a helpful tool for planning and engineering efforts, City staff recognize that crashes in this report aren't just numbers -- they were Eugene community members whose loss is deeply felt.

Vision Zero aims to eliminate deaths and serious injuries caused by traffic crashes. The Eugene City Council adopted the Vision Zero goal of zero fatalities and serious injuries in November 2015 as a result of community advocacy efforts.

The following report examines preliminary crash data for 2025 within the Eugene Urban Growth Boundary. This report consolidates and summarizes the data from 2025 fatal traffic crashes and compares the 2025 data to trends from the prior three years. The crash data summarized here is intended to help community members, advocates, and staff better understand the circumstances and factors associated with traffic deaths in recent years.

Crash Data Sources

The City of Eugene analyzes crash data on a frequent and ongoing basis to support roadway project design, inform grant funding applications, make decisions about traffic operations, and prioritize enforcement resources.

Crash data analysis performed by cities in Oregon relies primarily on data compiled by the Oregon Department of Transportation (ODOT). ODOT produces official annual crash datasets each year by compiling records from city and county law enforcement, state troopers, and drivers who self-report. Publishing this large, mapped dataset typically runs approximately two years behind the current calendar year. ODOT's annual crash datasets are publicly available online and there are a number of free online platforms where members of the public can view and interact with the data without purchased GIS software. Some options available include:

- [Central Lane MPO Data Portal](#)
- [ODOT's TransGIS Portal](#)

ODOT supplements this finalized data by publishing preliminary fatal crash records on its [Initial Fatal Crash Information Viewer](#). Records available on the Initial Fatal Crash Information Viewer reflect information that law enforcement has reported to ODOT to-date, but could be subject to change as law enforcement reports additional information and as ODOT cleans/refines the data. **All 2024 and 2025 data included in this report is considered preliminary and may differ from the finalized 2024 and 2025 crash datasets that will eventually be released.**

For more information on ODOT's crash data practices and definitions, please reference the [Motor Vehicle Traffic Crash Analysis & Coding Manual](#).

PAGE 2

Crash Overview

2025 preliminary fatal crash data shows a significant decrease from record highs in 2024.

The Eugene area experienced a substantial post-COVID increase in fatal traffic crashes from 2022-2024. This three-year increase included 14 fatal crashes in 2022, 14 fatal crashes in 2023, and 22 fatal crashes in 2024. 2024's fatal crash total represented the highest year on record for fatal traffic crashes in Eugene.

2025 crash data indicates that Eugene experienced its first decrease in traffic fatalities since 2020.

Despite this decrease, the City of Eugene remains committed to the goal of achieving zero traffic deaths. The loss of life on Eugene's roadways in recent years only reaffirms the need to continue investing in safety infrastructure, community education, and traffic safety enforcement.

2025 included a total of **10** fatal traffic crashes within the Eugene UGB.

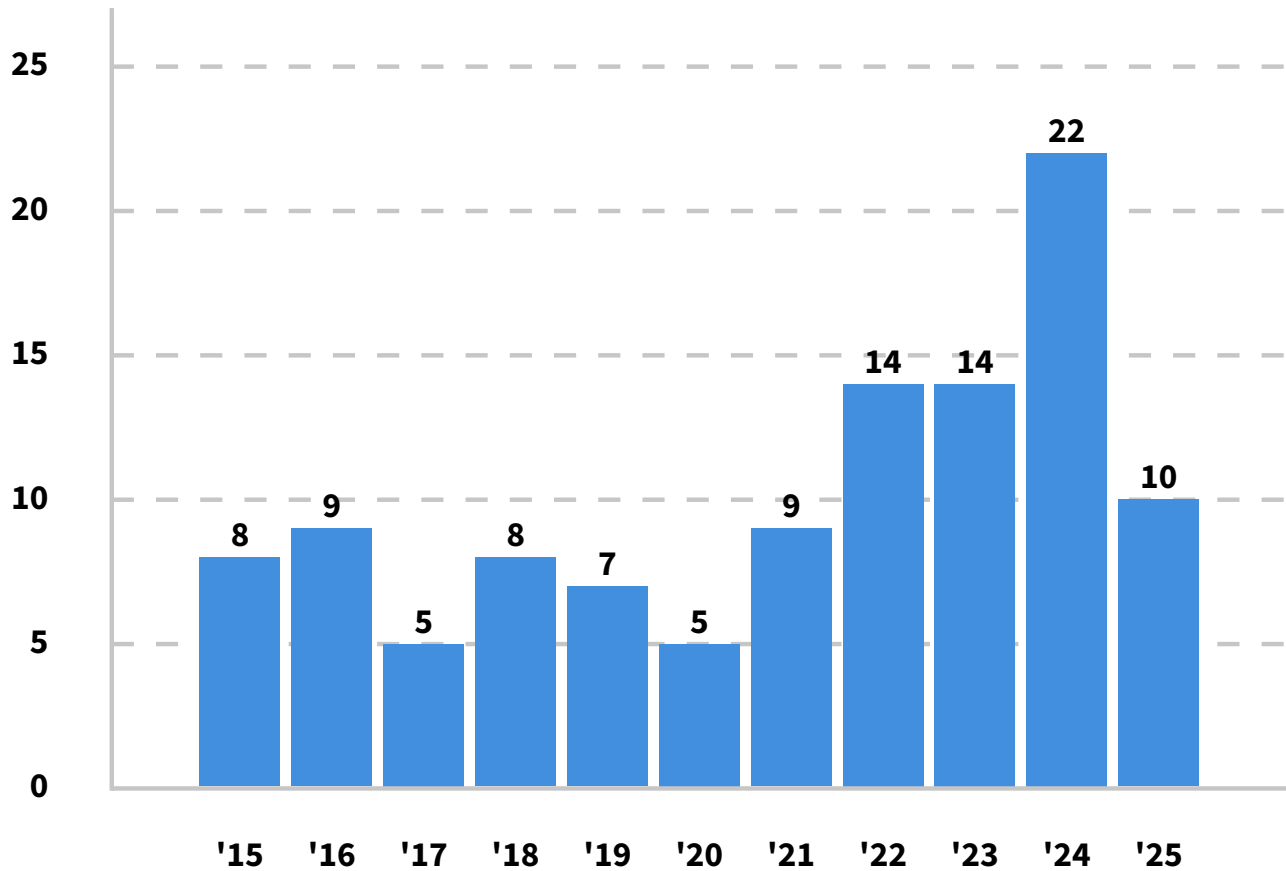
This represents a **55% decrease** from 2024 totals.

.....

This report does not include information on incidents that were previously ruled suicides/homicides, incidents on private property, or incidents where the sole fatality was a driver experiencing a major medical emergency prior to the crash.

Fatal Crashes within Eugene UGB

2015-2025



Mode	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Motor Vehicle	5	6	5	4	2	2	5	10	4	11	4
Pedestrian	2	3	0	3	4	3	4	3	7	10	5
Bicyclist	1	0	0	1	1	0	0	1	3	1	1

*2024 and 2025 numbers displayed are considered preliminary

Crash Victim Demographics

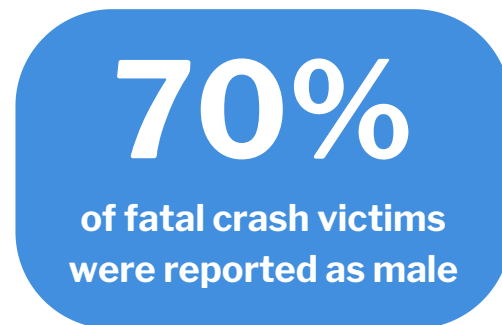
Age Data

Fatal crash victims in 2025 ranged in age from 21 to 79 years old, with an average age of 45 years old. 10% of these individuals were 65 or older and none of these individuals were under the age of 18.



Sex Data

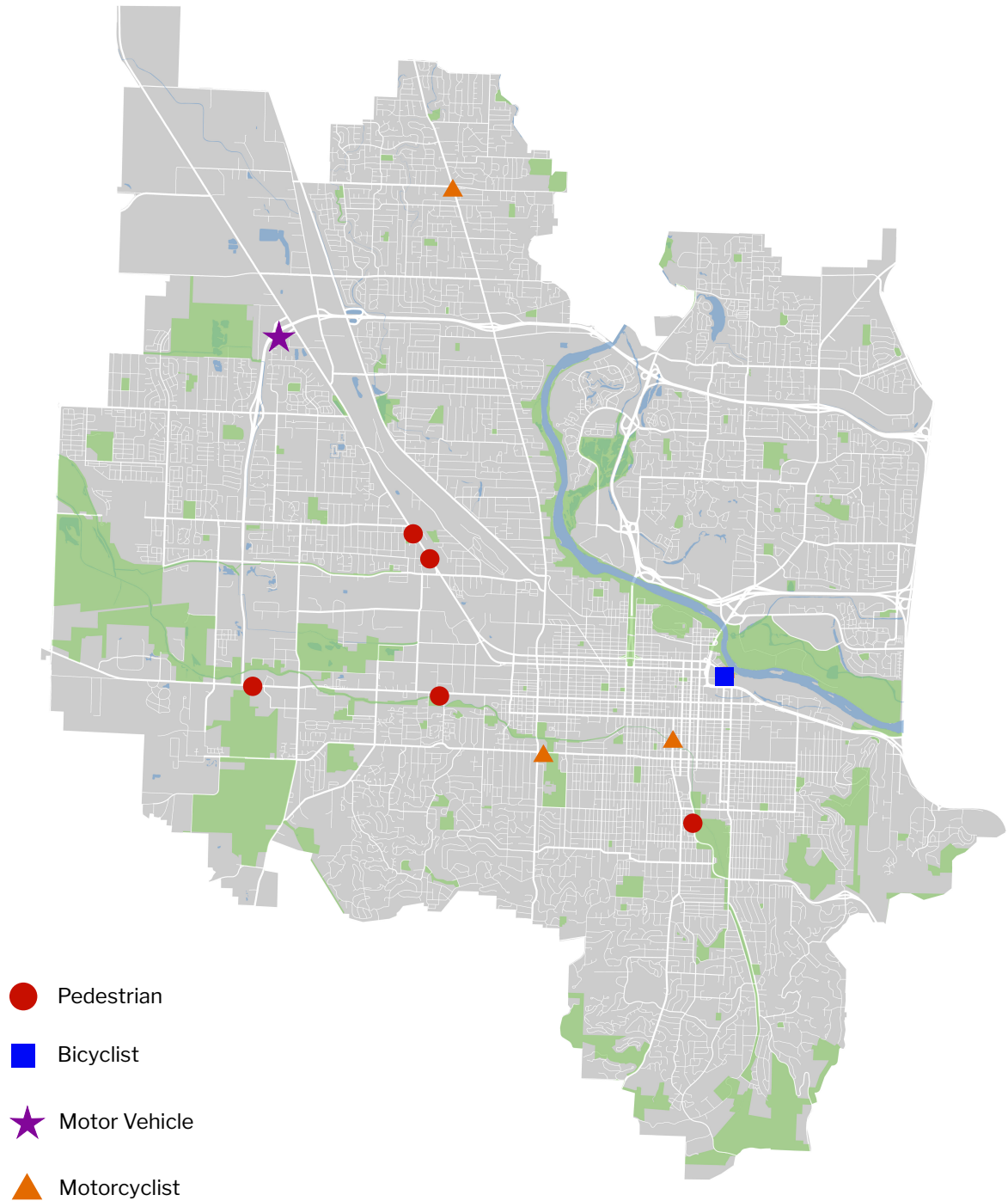
Fatal crash records generally rely on police and medical examiners to identify the sex of crash victims, and thus may be misaligned with the gender identity of the crash victim in some rare circumstances. 2025 preliminary crash records identified 70% of fatal crash victims as male.



Housing Status

While housing status isn't formally recorded through the existing crash records process, the City of Eugene recognizes that many of our fatal pedestrian and bike crashes in recent years have affected unhoused community members. Those who are unhoused often spend a larger portion of their day in close proximity to roadways and thus experience high rates of traffic exposure.

2025 Fatal Crash Locations



2025 Crash Locations

Crash ID #	Crash Date	Approximate Time of Day	Approximate Location	Travel Mode
20250102	Jan. 2nd 2025	8:00 PM	W 11th Ave (near Commerce St)	Pedestrian
20250103	Jan. 3rd 2025	3:27 AM	W 11th Ave (near Oak Patch Rd)	Pedestrian
20250205	Feb. 8th 2025	7:23 PM	HWY 99 (near Royal Ave)	Pedestrian
20250211	Feb. 11th 2025	3:17 PM	HWY 99 & Beltline Interchange	Motor Vehicle
20250312	Mar. 3rd 2025	10:25 PM	HWY 99 (near Elmira Rd)	Pedestrian
20250332	Mar. 29th 2025	9:59 AM	River Rd & Irvington Dr Intersection	Motorcycle
20250428	Apr. 23rd 2025	9:45 AM	Amazon Parkway (near s-curve)	Pedestrian
20250511	May 9th 2025	2:06 PM	W 18th Ave (near Chambers St)	Motorcycle
20250828	Aug. 8th 2025	7:48 PM	Hilyard St & 8th Ave Intersection	Bicycle
20251002	Oct. 2nd 2025	3:49 PM	Willamette St (near W 16th Ave)	Motorcycle

Key Crash Trends



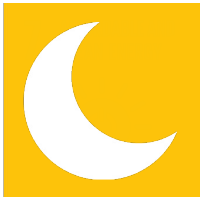
IMPAIRMENT

Drug and alcohol impairment continues to be a significant factor in fatal crashes in Eugene. **In 2025, at least 60% of all fatal crashes in Eugene involved drugs and/or alcohol.**



SPEEDS & FUNCTIONAL CLASS

Roadways with high speed limits and traffic volumes are heavily represented in the data. **During 2025, 100% of traffic deaths in Eugene took place on arterial roadways and 70% of traffic deaths took place on streets with posted speed limits set at 35 MPH or higher.**



NIGHTTIME CONDITIONS

Many fatal crashes during this time period occurred at night when visibility was reduced. **In fact, 40% of fatal crashes during 2025 took place during dark conditions.**



PEOPLE WALKING AND BIKING

Community members walking, biking, and rolling are at greater risk of sustaining life-threatening injuries when crashes do occur. **60% of fatal crashes during 2025 involved a pedestrian or bicyclist.**



DECREASE FROM 2024

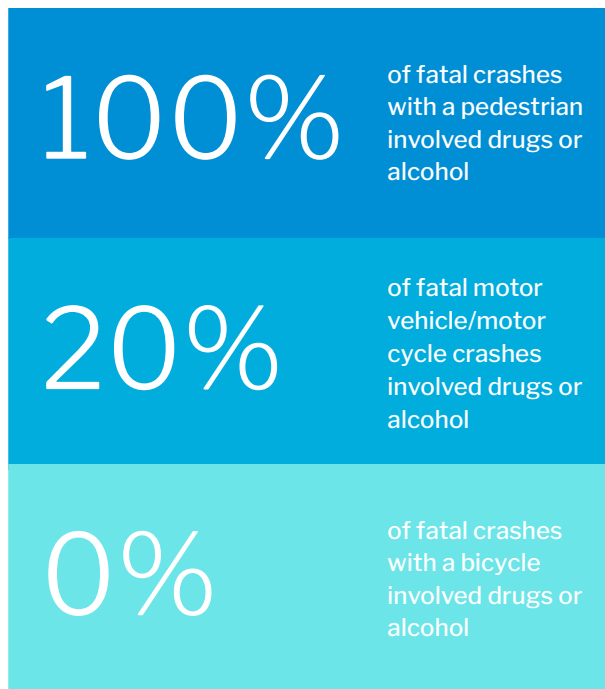
The Eugene urban growth boundary area experienced a **55% reduction in fatal traffic crashes in comparison to 2024 and a 41% reduction in comparison to the 2022-2024 three-year average.**

Drugs and Alcohol are Significant Factors in Fatal Crashes

Drug and alcohol impairment continues to play a leading role in Eugene's fatal crashes. These substances lead to impaired judgment, less awareness, coordination challenges, and slower reaction times when driving, walking, and biking.

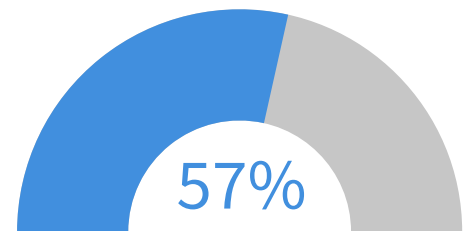
Preliminary records show 60% of fatal crashes during 2025 involved known drug and/or alcohol use. This included drugs or alcohol playing a role in all five fatal crashes involving a pedestrian and one fatal crash involving a motorcycle. These numbers may be an underrepresentation of the role that drugs and alcohol played, as toxicology results may still be outstanding for certain crashes. **Despite the significant role drugs and alcohol played in 2025 fatal crashes, the data does show a decrease in impairment involved fatal crashes from prior years, including a 57% decrease from 2024 and a 50% decrease from the 2022-2024 three-year average.**

Fatal Crashes Involving Drugs and Alcohol 2025

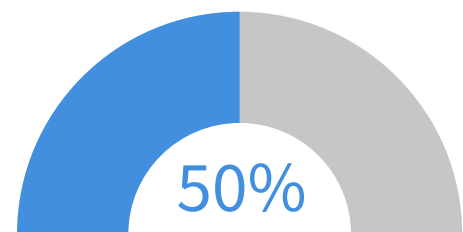


These numbers represent the crash victim's travel mode. **This data does not indicate which party was impaired.** While impaired driving has been a persistent theme in Eugene's fatal crashes, our community has also experienced severe crashes that involve an impaired person walking or biking.

PAGE 9



Decrease
from 2024



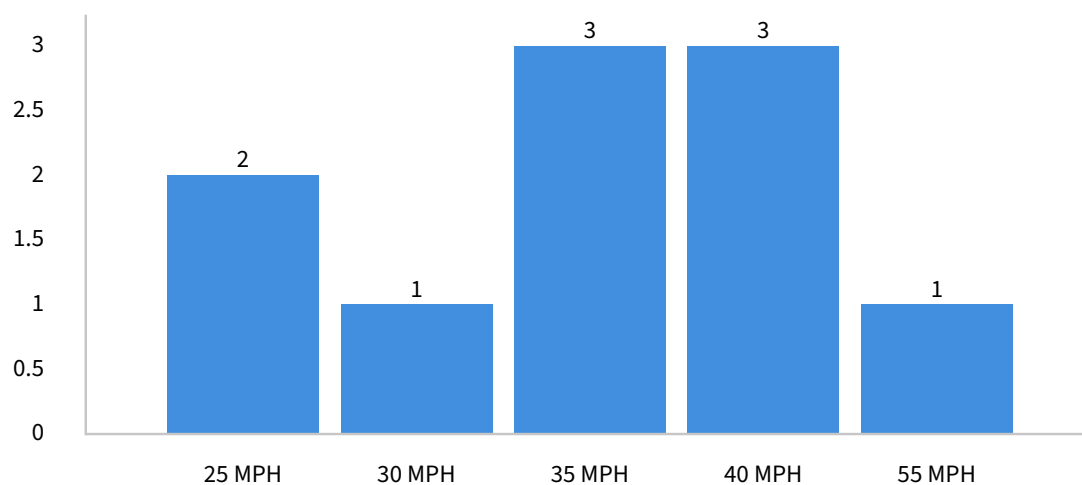
Decrease from Prior
Three-year Average

Vehicle Speeds

Speed is a critical factor that contributes to the momentum and force of a crash. Both speed limits and the widespread occurrence of speeding are important variables to consider when looking at crash data trends. **During 2025, 70% of fatal crashes took place on streets with 35 MPH or greater speed limits.**

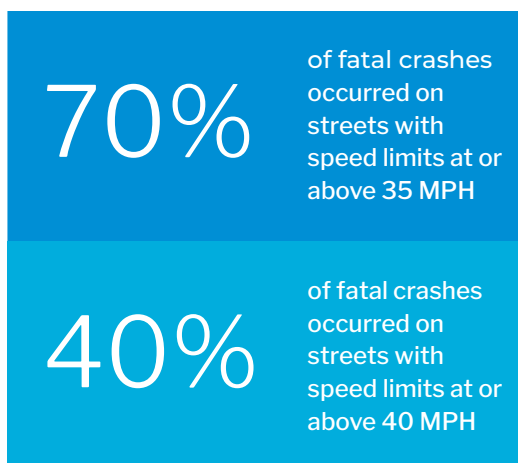
Fatal Crashes by Speed Limit

2025



How are speed limits regulated?

All speed limits across the state are regulated by ODOT regardless of whether that roadway is city, county, or state owned. Some speed limits are statutorily defined, while others require an investigation process. The City has the ability to request “speed zone investigations” from ODOT, however it is ultimately ODOT’s study methodology (as defined in Oregon Administrative Rules) that determines what the designated speed limit would be. Those interested in learning more about speed limit setting in Oregon can review Oregon’s [Speed Zone Manual](#).



PAGE 10

Arterial Roadways See More Fatal Crashes

Arterial roadways are high volume streets intended to consolidate traffic. They often support trips between different neighborhoods and between various cities/counties. Because arterial roadways are intended to serve large numbers of trips, they often have higher speed limits, more travel lanes, and wider curb to curb distances. Arterial roadways are heavily represented in Eugene's fatal crash data and include a mix of city, county, and state owned facilities. **100% of fatal traffic crashes during 2025 involved arterial streets.** Overall arterial roadways make up approximately 20% of the street network.



Examples of arterial roadways in Eugene: Franklin Boulevard, 7th Avenue and Division Avenue.

Many Fatal Crashes Occur at Night

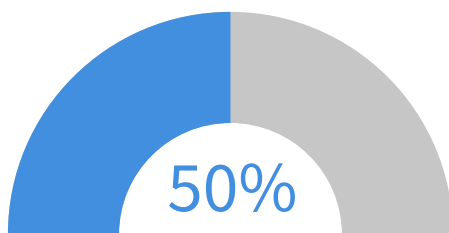
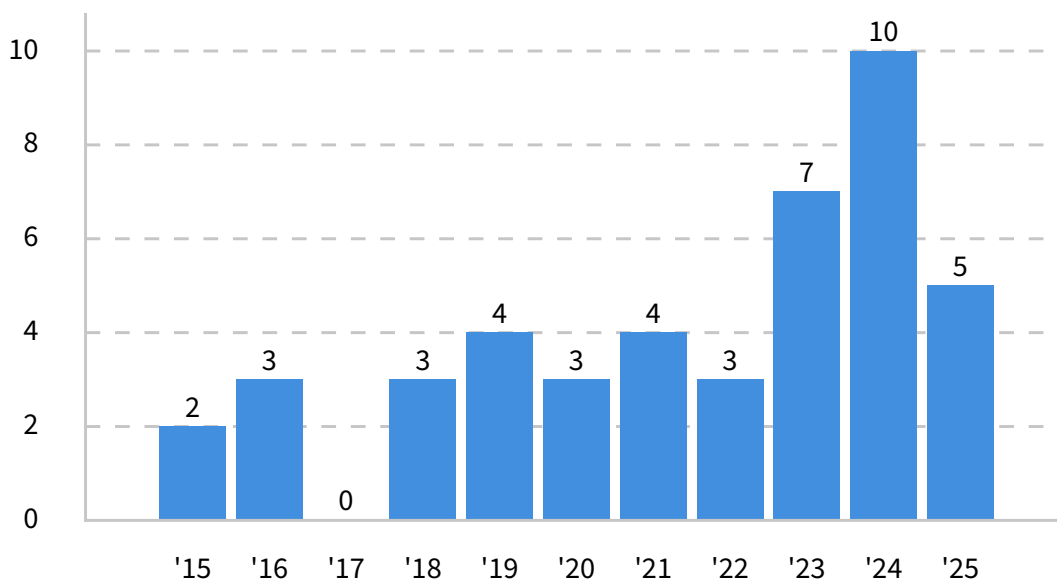
At least 40% of fatal crashes during 2025 took place during nighttime conditions. While some nighttime fatal crash locations included street lighting, visibility is still generally reduced at night. **Dark conditions were common among fatal crashes involving people walking. 80% of fatal crashes with a pedestrian involved dark conditions in 2025.** All of the nighttime crashes that took place during this time period were pedestrian involved crashes.

People Walking and Biking are Overrepresented in Fatal Crashes

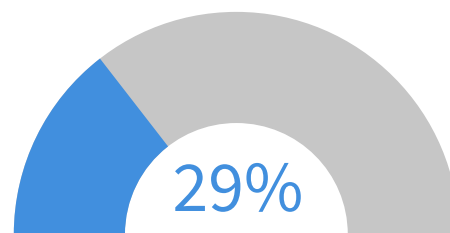
People walking and biking are disproportionately impacted by fatal traffic crashes. **60% of the fatal crashes that occurred in 2025 impacted people walking and biking despite the fact that these modes make approximately 11% of overall mode share (2024 US Census Bureau ACS 1 year estimates).** While the City did experience a decrease in walking and biking involved fatal crashes during 2025, staff remain deeply committed to continuing work on active transportation safety projects.

Pedestrian Involved Fatal Crashes

(2015-2025)



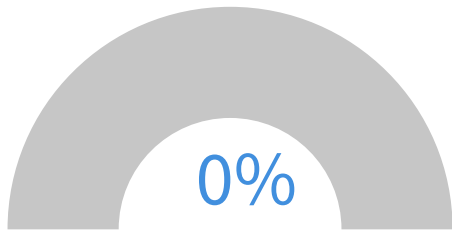
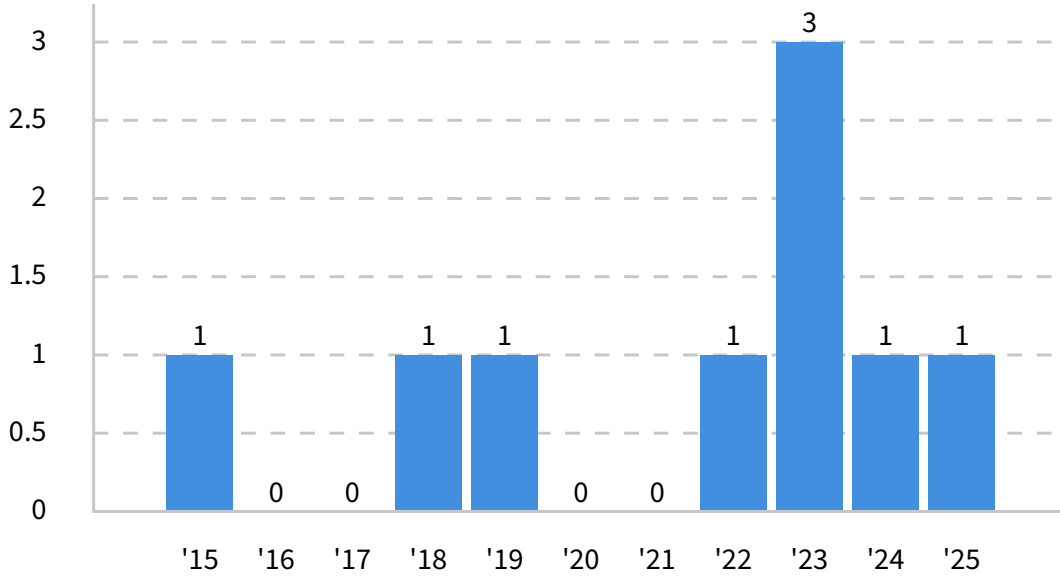
Decrease in Fatal Crashes Involving a Pedestrian from 2024



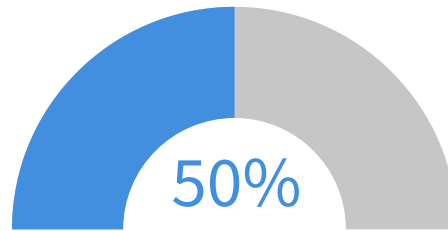
Decrease in Fatal Crashes Involving a Pedestrian from Prior Three-year Average

Bicyclist Involved Fatal Crashes

(2015-2025)



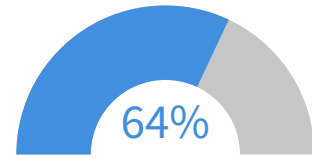
Decrease in Fatal Crashes
Involving a Bicycle
from 2024



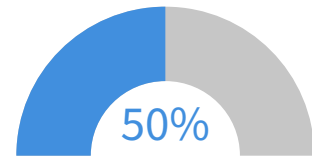
Decrease in Fatal
Crashes Involving a
Bicycle from Prior
Three-year Average

Decrease in Overall Motor Vehicle Fatal Crashes

40% of the fatal crashes that occurred in 2025 involved the death of a motorist. This included 3 motorcyclist fatalities and one fatality of a person riding in a car/truck. Overall, these numbers do reflect a decrease from the 2024 peak, including a 64% decrease from the 2024 peak and a 50% decrease from the 2022-2024 three-year average. That reduction has primarily been seen in traffic deaths affecting drivers/passengers in cars and trucks rather than motorcyclists.



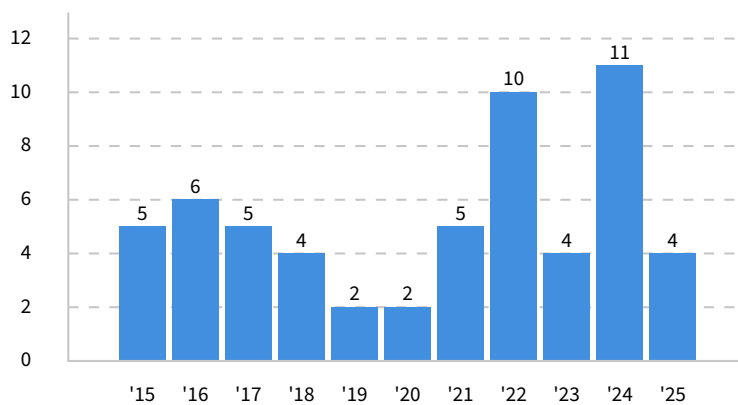
Decrease in Fatal Motorist Crashes from 2024



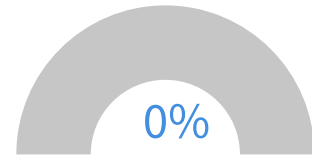
Decrease in Fatal Motorist Crashes from Prior Three-year Average

Fatal motorcycle involved crashes in 2025 were consistent with 2024's peak but represents a 50% increase from the 2022-2024 three year average.

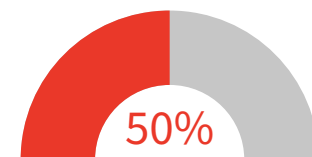
Motorist Fatal Crashes (2015-2025)



This chart includes fatal crashes affecting drivers and passengers in cars or trucks, as well as fatal crashes affecting people riding motorcycles.



Decrease in Fatal Motorcycle Involved Crashes from 2024



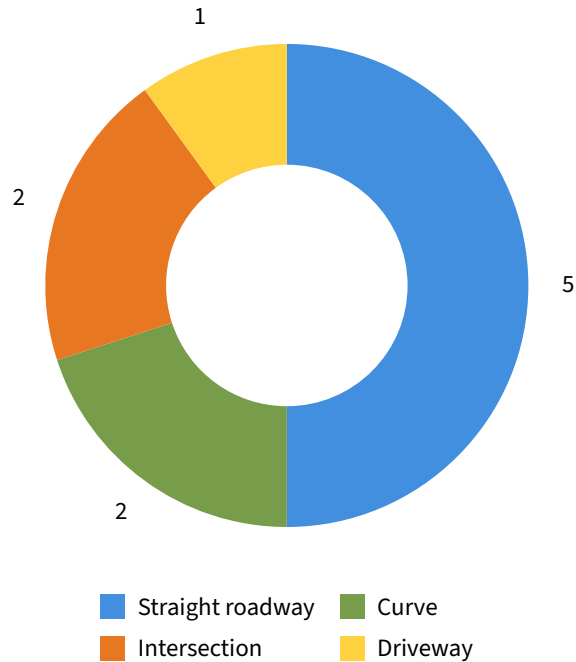
Increase in Fatal Motorcycle Involved Crashes from Prior Three-year Average

Intersections, Curves, Driveways, and Straight Roadway

In 2025, straight roadway segments represented half of fatal crashes, intersections represented 20%, curves represented 20%, and driveways represented 10%.

The representation of straight roadway segments in the fatal crash data may partially be related to the role arterial roads play in fatal crash trends and the role that higher speed limit roadways play in fatal crash trends.

Fatal Crashes by Roadway Characteristic
2025



Fixed Object Crashes

In 2025, Eugene experienced one fixed object fatal crash, a 67% reduction from 2024 and a 50% reduction from the 2022-2024 three year average. This type of crash involves a driver or motorcyclist crashing into a fixed object (such as a tree, traffic signal, or utility pole).

50%
reduction in fatal crashes with fixed objects (such as trees, utility poles, or traffic signals) from prior three-year average

Contact

City of Eugene - Public Works, Engineering
180 W 8th Ave, Eugene OR 97401
541-682-5291
www.eugene-or.gov/179/Engineering

Active Transportation Projects 2020-2025

Construction Year 2020

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Garden Avenue, Walnut Street, Villard Street & Moss Street Paving	900133	local - bond	251,498	enhanced pedestrian crossings, sidewalk infill
Roosevelt Path	900009	state	1,040,327	path construction
Safe Routes to School: Crosswalk Enhancements & Speed Monitoring	900166	state	1,268,465	pedestrian enhancements
Polk St and Chambers St Paving	900135	local - bond	19,558	enhanced pedestrian crossing
W 11th Paving, Bertelsen to Tyinn	900049	local - bond	70,983	audible pedestrian signals
S Willamette Street Improvements	5073/975804	multiple	1,088,289	Changed lane configuration to add bike lanes. Widened sidewalks for comfort and pedestrian scale lighting

2020 Active Transportation Total = \$3,739,120

Construction Year 2021

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
South Bank Shared Use Path Repair & Realignment	900126	multiple	1,403,033	path construction and lighting
Downtown Riverfront Park	965302	multiple	500,000	path construction and lighting
Lincoln/Jefferson/High Street Paving	900257	local - bond	179,033	wayfinding, access ramp bulbouts
West Bank Path Lighting & Resurfacing	900100	local - bond	1,631,310	path construction and lighting
39th Avenue and Donald Street	900213	local - storm	28,529	
NE Livable Pedestrian Improvements	5057/965282	state	1,105,521	bicycle and pedestrian enhanced crossings at busy locations.
Neighborhood Sidewalk Ramp Improvements	900328	local - fuel tax	314,680	access ramp construction
19th & Fairmount Paving	900104	local - bond	260,000	audible pedestrian signals and access ramp bulbouts

2021 Active Transportation Total = \$5,422,106

Construction Year 2022

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Willamette Street and 18th Avenue Signal Reconstruction	900253	local - bond	106,447	bicycle improvements, audible ped improvements
17th Avenue, 19th Avenue, Mill Street Pedestrian Improvements	900151	local - bond	155,948	pedestrian improvements
3rd Avenue, 4th Avenue & Mill Street Two-Way Bikeway	900043	local - bond	215,000	bikeway

Bailey Hill & Terry Street Paving	900244	local - bond	44,670	new access ramps, striping
Fern Ridge Path Rehabilitation	900352	local - bond	348,485	path rehabilitation
Jessen Dr, Clarey St, Robin Ave Paving	900353	local - bond	70,000	access ramp bulbouts
Candlelight Dr, Welcome Wy, Stagecoach Rd, Surrey Ln, Laurelhurst Dr Paving	900245	local - bond	28,000	access ramp bulbouts

2022 Active Transportation Total = \$968,550

Construction Year 2023

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Oak Street & Pearl Street Paving	900358	local - bond	105,000	access ramp bulbouts, bicycle lane improvements
River Road - Maxwell Road to Betline Road	900354	local - bond	31,725	striping, signing
8th Avenue Streetscape	900070	multiple	3,213,778	pedestrian and bicycle improvements
Prairie Mountain Crosswalks	900346	state	433,127	enhanced pedestrian crossing
Fern Ridge Path Lighting	900368	local - bond	1,098,618	lighting improvements
River Road & Irving Road Improvements	975774	multiple	801,048	pedestrian and bicycle improvements, sidewalk infill
13th Ave Protected Bikeway	975684	federal	3,486,411	Protected Two-way Cycle track. Upgraded signals.
46th & Agate Paving	900357	local - bond	92,000	lighting, ped crossing
Chambers St Safety Improvements	900289	state	687,382	lighting
Enhanced Walking Network	900038	federal	1,489,405	pedestrian and bicycle improvements. Sidwalk infill, enhanced crossings.
Neighborhood Sidewalk Ramp Improvements	900328	local - gas tax	527,601	access ramp construction

2023 Active Transportation Total = \$11,966,095

Construction Year 2024

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Bailey Lane Paving & Bogart/Satre/Van Duyn Neighborhood Greenway	900403	local - bond	211,326	access ramp bulbouts, neighborhood greenway
Howard Elementary Pedestrian Path	900347	multiple	310,912	enhanced pedestrian space
High Street Bikeway	985784	federal	3,018,190	Protected two-way Cycle track
MLK Blvd Safety Improvements	900296	state	765,376	enhanced pedestrian crossings
Neighborhood Sidewalk Improvements	900523	local - bond	743,845	enhanced crossing improvements, sidewalk infill

2024 Active Transportation Total = \$5,049,649

Construction Year 2025

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Broadway Sidewalk Enhancements - Phase 1	900359	local - bond	443,234	pedestrian enhancements
Hilyard, Alder, 24th Ave Paving, Friendly Area Pedestrian Improvement	900402	local - bond	246,795	enhanced crossing, bike lane improvements
Westleigh and Plumtree Paving & Bailey Hill Lighting	900537	local - bond	171,000	Sidewalk infill, bulbouts, lighting
Grant, Hayes, Pierce Paving	900538	local - bond	103,052	Sidewalk infill, bulbouts
11th Ave Paving	900401	local - bond	127,614	audible pedestrian upgrades
McClellan Blvd Paving	900536	local - bond	127,089	access ramp bulbouts, sidewalk infill
West Eugene Pedestrian Improvements	900535	local - bond	1,606,356	sidewalk infill, pedestrian crossing improvements

2025 Active Transportation Total = \$2,825,140

2020-2025 Total Active Transportation Investment = \$27,145,520

Upcoming Active Transportation Projects

2026-2028

Construction Year 2026

Projects	Project Number	Funding	Active Transportation Budget	Notes on Active Transportation Constructed
Neighborhood Crossing Improvements	900597	local - bond	520,000	enhanced pedestrian crossings, various locations
Safe Routes to School: Prairie Mountain Elementary	900663	state	588,800	enhanced pedestrian crossing, sidewalk infill
Safe Routes to School: Awbrey Park Elementary	900647	state	174,000	enhanced pedestrian space
Broadway Paving, Phase 2	900359	multiple, local	335,000	pedestrian enhancements
Bethel Drive Paving	900539	local - bond	350,000	multi-use path, additional lighting
Highway 99 Ramp and Lighting Improvements	900012	local	1,979,300	improved pedestrian facilities, audible push buttons, improved and additional lighting
18th Ave & Hilyard Signal Reconstruction	900366	federal	1,084,317	enhanced bicycle and pedestrian facilities
Maxwell and Prairie Rd Improvements	900125	federal	264,977	sidewalk infill, improved pedestrian access
Lincoln Street Protect Bikeway	900295	federal	1,217,681	protected bikeway, pedestrian improvements

2026 Planned Active Transportation Total = \$6,514,075

Construction Year 2027

Projects	Project Number	Funding	Active Transportation Budget	Notes on Active Transportation Constructed
Chambers St Paving	900572	local - bond	348,360	Intersection reconfiguration, access ramp bulbouts
Delta Highway Shared Use Path	900376	state	1,375,661	shared use path, enhanced pedestrian crossing
Franklin Boulevard Transformation	900468	multiple	2,844,000	enhanced bicycle and pedestrian facilities along corridor
Highway 99 Sidewalk Infill Barger to Prairie	900012	multiple	955,480	sidewalk infill
Polk Street Bike Lanes	-	-	230,000	new bike lanes
Matt Drive Pedestrian Connection	-	-	55,000	sidewalk infill

2027 Planned Active Transportation Total = \$5,808,501

Construction Year 2028

Division Ave Roundabouts	900291	federal	1,946,555	enhanced pedestrian crossings, enhanced bicycle facilities
Berkeley Park Path	900550	federal	546,825	multi-use path
Westbank Path	900365	federal	2,065,224	multi-use path
Oakway Protected Bikeway	900369	federal	2,022,048	enhanced bicycle facilities
Hunsaker Ln Complete Streets	900293	federal	985,162	sidewalk infill, enhanced bicycle facilities
Bailey Hill at Bertelsen Roundabout	900288	federal	451,354	enhanced pedestrian crossing, improved natural area access
Fern Ridge Path Pedestrian Crossing - City View Street	TBD	local - bond	320,000	enhanced pedestrian crossing
Seneca Road Sidewalk Infill	TBD	local - bond	181,000	sidewalk infill
Garfield Street Pedestrian Crossing	TBD	local - bond	455,000	pedestrian crossing
River Rd Lighting Improvements	TBD	local - bond	300,000	lighting improvements
Marshall Path Rehabilitation	TBD	local - bond	400,000	path improvements

2028 Planned Active Transportation Total = \$9,673,167

Total Planned Active Transportation Investment = \$21,995,743