ROUGHLY EDITED TRANSCRIPT
CITY OF EUGENE
WORK SESSION
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WORK SESSION CITY OF EUGENE.

>> MAYOR KNUDSON: GOOD AFTERNOON AND WELCOME TO THE SEPTEMBER 23, 2026, MEETING AND EUGENE CITY COUNCIL WORK SESSION. THANK YOU FOR JOINING US IN THIS HYBRID MEETING FORMAT. FOR WORK SESSIONS THERE IS AN OPPORTUNITY FOR PUBLIC COMMENT AND THOSE WISHING TO ACCESS THE MEETING CAN WATCH THE LIVE STREAM AVAILABLE ON OUR WEBSITE, THE BROADCAST ON CHANNEL 21, OR BY CALLING INTO ONE OF THE NUMBERS LISTED FOR THE MEETING ON THE PUBLIC WEBCASTS AND MEETINGS MATERIALS PAGE ON THE CITY OF EUGENE WEBSITE. THANK YOU FOR JOINING US TODAY AND I CALL THE SEPTEMBER 23, 2026, CITY COUNCIL WORK SESSION TO ORDER. I WILL TURN THINGS OVER TO THE CITY MANAGER TO INTRODUCE OUR FIRST TOPIC, A WORK SESSION ON THE STREET REPAIR REVIEW PANELS ANNUAL REPORT.

>> THANK YOU, JUST TO REITERATE THIS WORK SESSION WE WILL HAVE A PUBLIC WORKS THAT PROVIDE AN UPDATE ON THE CITY VOTER APPROVED BOND MEASURE TO FUND STREET PRESERVATION AND ACTIVE TRANSPORTATION PROJECTS.

IN COOPERATION WITH THE STREET REPAIR REVIEW PANEL, STAFF COMPLETED AND THE ANNUAL REPORT ON THE PROGRESS OF BOND MEASURE AND REPORT OF THE CONDITION OF THE STREET SYSTEM.

JUST FOR AN ADDITIONAL NOTE THE BOND MEASURE INCLUDES TWO LAYERS OF ACCOUNTABILITY INCLUDING THE REVIEW BY THE EXTERNAL AUDITOR. WITH THAT I WILL TURN IT OVER TO STAFF.

>> OKAY, HELLO AND THANK YOU FOR WELCOMING ME, MAYOR, AND COUNCILORS.

I AM IN PUBLIC WORKS ENGINEERING, I AM HAPPY TO BE HERE.

I HAVE BEEN FORTUNATE ENOUGH TO HAVE DONE SIMILAR PRESENTATIONS FOR YOU IN THE LAST SEVERAL YEARS.

I HOPE YOUR TAKEAWAY IS OUR STAFF AND PUBLIC WORKS CONTINUING TO DO THE GOOD WORK OF THOMAS IS MADE, PROMISES KEPT IN TERMS OF BOND MEASURE.

A QUICK AGENDA, FIRST I WILL START WITH BACKGROUND TALKING ABOUT THE PREVIOUS BOND MEASURES.

NEXT, WE WILL TALK ABOUT THE WORK OF 2025 AND 2026, ANNUAL REPORTING AND PAYMENT MANAGEMENT REPORT.

I WILL GIVE YOU A QUICK PREVIEW OF 2027, WHAT TO EXPECT AND WE WILL HAVE TIME FOR DISCUSSION AND I AM HAPPY TO ANSWER QUESTIONS.

BEFORE TALKING ABOUT THE CURRENT BOND MEASURE I WANT TO LOOK BACK AND TALK ABOUT WHERE WE STARTED.

WHERE WE ARE.

LOOKING BACK AT THE TIMELINE SHOWING A BRIEF HISTORY OF THE BOND MEASURES, THE FIRST IN 2008. THE ORIGINAL LIST INCLUDED 31 STREETS, A LITTLE BIT OF FUNDING FOR OFFSTREET PATHS.

VOTERS HAVE CONTINUED TO SUPPORT THE WORK THROUGH SUCCESSFUL BOND MEASURES IN 2012, 2017, MOST RECENTLY IN 2022.

LAST YEAR I PRESENTED ON THE LAST FULL YEAR OF THE 2017 BOND AND TALKED ABOUT THE OVERLAP FOR PROJECTS ONGOING AND SOME OF THE PRE-WORK THAT WAS HAPPENING ALREADY FOR THE 2022 BOND.

THE TIMING OF THE CURRENT BOND MEASURE IS FIVE YEARS WITH PROJECTS PLANNED TO BE STARTED IN 2025 AND GOING THROUGH 2029.

WITH EACH BOND MEASURE WE HAVE SEEN THE EVOLUTION OF THE MAKEUP OF THE BOND AND THE CURRENT BOND NOT ONLY HAS FUNDS FOR ROADWAY REHABILITATION, BIKING, SAFETY AND LEVERAGING OPPORTUNITIES, THIS IS THE FIRST TIME THERE HAS BEEN DEDICATED AND AN IMPROVED LIST OF ACTIVE TRANSPORTATION PROJECTS.

AS WITH EACH OF THE MEASURES THERE HAS BUILT IN ACCOUNTABILITY MEASURES INCLUDING THE FORMATION OF THE STREET REPAIR REVIEW PANEL.

WE CALL THE SRRP, AND REVIEW FROM AN OUTSIDE AUDITOR.

THIS IS A SUMMARY OF THOSE ACCOUNTABILITY MEASURES, THE SRRP MET THREE TIMES TO TALK ABOUT THE PROJECT PROGRESS AND ANNUAL REPORTING, WE MET OVER THE SUMMER AND I WANT TO SHARE MY ONGOING APPRECIATION FOR THE GROUP SO IT HAS A GREAT DIVERSITY OF PERSPECTIVES, THOUGHTFUL QUESTIONS AND IT IS A GREAT PROCESS TO BE PART OF.

THE ANNUAL REPORT AND COVER MEMO ARE ATTACHMENT A TO THE AIS MATERIALS.

THE EXTERNAL AUDITORS REPORT IS APPENDIX C OF THE ANNUAL REPORT AND IN THE HIGHLIGHTS ARE THAT THEY NOTED NO VARIANCE BETWEEN EXPENDITURES AND SUPPORTING DOCUMENTATION.

THEY CONCLUDED EACH EXPENDITURE WAS FOR AN ELIGIBLE COST.

NEXT, I WANT TO TALK ABOUT THE ANNUAL REPORT ITSELF.

AND HIGHLIGHT A SIGNIFICANT EVOLUTION WE HAVE MADE TO INCREASE TRANSPARENCY AND PROVIDE MORE UP-TO-DATE INFORMATION THROUGHOUT THE YEAR.

WE HAVE RETAINED A WRITTEN SUMMARY WRITTEN REPORT LIKE YOU ARE USED TO SEEING.

WE HAVE TRANSITIONED AWAY FROM INDIVIDUAL WRITTEN PROJECT PAGES WITHIN THE REPORT TO AN ONLINE PROJECT US BOARD.

THE NEW DASHBOARD IS LIVE AND AVAILABLE, YOU CAN VIEW IT THROUGH THE SRP WEBSITE.

IT INCLUDES PROJECT INFORMATION FOR RECENTLY COMPLETED PROJECTS, ONGOING AND FUTURE PROJECTS.

INCLUDES MAPPING, PROJECT STATUS AND DETAILED COST DATA.

WE ARE WORKING TO ADD PHOTOS, THERE IS DRIVE-THROUGH VIDEOS AVAILABLE FOR PROJECTS THAT HAVE BEEN COMPLETED.

THE PROJECT HIGHLIGHTED SHOWN HERE IS THE SECOND PHASE OF WORK ALONG BROADWAY, JUST TO THE SOUTH OF US TODAY.

TO ENHANCE THE PEDESTRIAN SPACES AND REHABILITATE THE ROADWAY.

THE WORK IS PARTIALLY FUNDED BY THE STREET BOND AND HAS URBAN RENEWAL FUNDING.

THE SECOND PROJECT I WANT TO HIGHLIGHT IS THE WORK CURRENTLY WRAPPING UP ON PATTERSON STREET.

THE QUICK BUILD PROJECT INCLUDE STRIPING AND SIGNAGE CHANGES IN RESPONSE TO A FATALITY AND FUNDED BY THE UNPROGRAMMED LEVERAGE FUND IN THE BOND MEASURE.

BEFORE MOVING ON TO TALKING ABOUT THE PAVEMENT MANAGEMENT STATUS AND REPORTS I WANT TO SHOW YOU A SNAPSHOT OF THE PROGRESS OF THE BOND AS A WHOLE IN THE FUNDING CATEGORIES.

FIRST, YOU WILL SEE THIS AS A SNAPSHOT OF THE STREET PAVING PROJECT, YOU CAN'T SEE THE PROJECT LISTED INDIVIDUALLY AT THIS SCALE BUT WHAT I WANTED TO SHOW WAS YOU CAN SEE THE BODY OF PROJECTS ACROSS THE BOND.

STARTING AT THE LEFT SIDE THE PROJECTS ARE STILL IN SCOPING AND MOVING TO THE RIGHT YOU CAN SEE WILL GOES FROM SCOPING INTO DESIGN INTO CONSTRUCTION AND WHAT IS COMPLETE.

THIS NEXT SNAPSHOT IS THE SAME STATUS FROM WALKING, BIKING, SAFETY AND LEVERAGE OPPORTUNITIES.

I WANT TO ACKNOWLEDGE WE ARE NOT TRACKING THE SPENDING AND PROGRESS OF THE STREET FUNDING IN THE SAME WAY.

ON PRIORITY POINTING PROJECTS BUT THEY ARE COMPLETING THE ACCOUNTABILITY AND REPORTING THROUGH THE SUSTAINABILITY COMMISSION.

NEXT, I WANT TO MOVE TO TALKING ABOUT THE ANNUAL PAVEMENT MANAGEMENT REPORT.

SO SIMILAR TO THE UPGRADE IN THE ANNUAL PROJECT REPORTING PUBLIC WORKS STAFF CREATED AN ONLINE STORYBOARD FOR EASY ACCESS AND NAVIGATION THROUGH THE DATA.

THAT WAS HISTORICALLY NEVER AVAILABLE IN A WRITTEN REPORT.

AS A REMINDER OF HOW WE ARE TALKING ABOUT THE CONDITION OF OUR SYSTEM WE USED TO TALK ABOUT IT IN TERMS OF A BACKLOG, THE BIG, SCARY FINANCIAL ROUTE NUMBER, THE LUMP SUM AND WE RECOGNIZED SHIFTING OUR LANGUAGE, ABOUT HOW WE WERE TALKING ABOUT THE SYSTEM WOULD DO A BETTER JOB OF TELLING THE STORY OF WHERE WE ARE AND WHERE OUR GOALS SHOULD BE. OVER THE LAST COUPLE YEARS WE HAVE SHIFTED FROM TALKING ABOUT BACKLOG TO BACKLOG AND CONDITION AND TO WHERE WE ARE NOW TALKING ABOUT THE CONDITION OF THE ROADWAY AND HOW THAT RELATES TO OUR GOALS FOR EACH TYPE OF STREET.

AND LOOKING FORWARD FROM HERE WE WOULD LIKE TO IN THE FUTURE BE IN A PLACE WHERE THE NEEDS OF THE SYSTEM EQUAL THE AMOUNT OF FUNDING NECESSARY TO MEET THOSE GOALS.

OUR CURRENT PCI, PCI EQUALS PAVEMENT CONDITION INDEX, OUR SCORE, THE CURRENT PCI FOR THE SYSTEM IS A 72.

72 IS A GOOD SCORE.

THIS IS THE RESULT OF ALL THE WORK OF THE BOND MEASURES TO DATE AND BY PRIORITIZING HOW AND WHICH STREETS TO REHAB WE HAVE SEEN THE NUMBERS CLIMB OVER TIME TOWARDS OUR GOALS SO THIS IS BROKEN TO STREET CLASSIFICATION WHICH IS GENERALLY THE SIDES OF THE STREET AND WE CAN SEE WHERE WE ARE IN COMPARISON TO OUR ESTABLISHED GOALS.

ON THE SURFACE THE CONDITION DATA FEELS LIKE REALLY GOOD NEWS.

I WANT TO BE CLEAR IT IS GOOD NEWS.

WE CAN SEE IN THESE NUMBERS ABOUT CHANGES AND CONDITION DATA, THAT IS WHAT IS CIRCLED ON THE LEFT.

IT SHOWS WHERE THE DATA WAS IN JULY OF -- WE HAVE 23 AND 25, WE SEE THE CHANGE OVER TIME.

WE HAVE SEEN A SHIFT IN A COUPLE PLACES IN THE WRONG DIRECTION.

AS OUR NEEDS OF THE SYSTEM CONTINUE TO OUTPACE THE AVAILABLE FUNDS.

STREET IN THE GREEN CATEGORY OR THE GREEN TOP CATEGORY, THOSE ARE CONSIDERED EXCELLENT.

THAT HAS DROPPED SLIGHTLY.

IN OTHER CATEGORIES HAVE INCREASED SLIGHTLY.

BASED ON OUR PCI GOALS WE HAVE LUMPED THE STREETS TO LIVE IN THAT GOOD AND VERY GOOD COLORS, THE UPPER TWO-THIRDS, EVERGREEN.

THE MAJORITY OF THE STREETS DO CURRENTLY OVER 75% OF OUR STREETS IN OUR SYSTEM ARE IN THOSE THREE CATEGORIES WHICH IS REALLY GREAT.

THE NUMBERS I WANT TO KEEP A CLOSE EYE ON IN THE FUTURE ARE THE BOTTOM THREE. THAT IS THE FAIR, POOR AND VERY POOR.

THOSE NUMBERS ARE CREEPING UPWARDS.

UNFORTUNATELY WE WILL SEE THOSE NUMBERS INCREASE OVER THE LIFE OF THE BOND MEASURE AND THAT IS FOR A NUMBER OF REASONS.

SOME OF THAT IS THE RISING COST OF CONSTRUCTION SOME IS THE WIDE DISTRIBUTION AND USE OF BOND FUNDS AND SOME IS THE ONGOING AGING INFRASTRUCTURE, IF WE LOOK AT THE STREETS, WE ADDRESSED EARLY ON IN THE FIRST BOND MEASURE THAT WAS ALMOST 20 YEARS AGO.

AND BEFORE WRAPPING UP I WANT TO GIVE A SHORT PREVIEW OF WHAT YOU CAN EXPECT TO SEE NEXT YEAR IN 2027.

CHAMBERS STREET PAVING IS AT THE TOP OF THE LIST AND YOU CAN EXPECT TO SEE SOME SIGNIFICANT CHANGES, THE INTERSECTION OF 18TH AND CHAMBERS ENHANCING SAFETY FOR ALL USERS WHILE REHABILITATING THE AGING ROADWAY.

SO COUNTY FARM ROAD, AGATE STREET AND WILLOW CREEK WILL ALSO BE REHABBED NEXT YEAR IN 27.

NORTHDALE TO HIGHWAY WILL BE COMPLETED IN COMBINATION WITH A LARGE STORMWATER SIP AND THERE IS SEVERAL SMALLER SCALE PEDESTRIAN PROJECTS PLANNED INCLUDING LIGHTING UPGRADE PROJECTS.

WITHOUT I WILL SAY THANK YOU FOR YOUR TIME AND I AM OPEN FOR QUESTIONS.

>> MAYOR KNUDSON: THANK YOU FOR THE PRESENTATION.

AS YOU MENTIONED TO OUR STREETS BOND, STREET REPAIR REVIEW PANEL FOR MEETING AND SUPPORTING THIS WORK.

I WILL OPEN THE FLOOR FOR COUNCIL DISCUSSION.

COUNCILOR EVANS AND COUNCILOR GROVES AND COUNCILOR KASHINSKY.

>> EVANS: THANKS MAYOR AND THANKS FOR THE PRESENTATION, APPRECIATE IT.

I AM GOING TO GO BACK TO A COUPLE THINGS THAT WERE ON THE AGENDA OF MY CONSTITUENTS.

I APPRECIATE THE FACT THAT WE FINALLY GOT TO FIX JACOB'S DRIVE FOR EXAMPLE, A TOTAL REBUILD.

I THINK THAT MIGHT HAVE BEEN 4-5 YEARS AGO BUT THAT WAS COMPLETED AND THE OTHER THING I AM LOOKING AT IS THE CROSSING AT FAIRFIELD IN FRONT OF FAIRFIELD SCHOOL.

WHICH RIGHT NOW WE DO NOT HAVE A TRAFFIC SIGNAL OR ANY -- WHAT I HAVE IS NEIGHBORS WHO HAVE BOUGHT THEIR OWN LAWN SIGNS TO STICK ON THEIR LAWNS TO SAY PLEASE SLOW DOWN, I DO NOT KNOW WHERE THAT PROJECT IS OR WANTED TO FIGURE OUT WHERE THAT IS NOW TOO.

OTHER ENHANCED PEDESTRIAN CROSSINGS, CAN YOU TALK A LITTLE BIT MORE ABOUT THAT AND WHAT THOSE ENHANCEMENTS ARE

LOOKING LIKE AS WE MOVE FORWARD IN ADDRESSING OUR BACK LOG AND STREET REPAIRS.

EVERYTHING ELSE.

>> I AM HAPPY TO, LET ME FINISH MY NOTES. THE FIRST PIECE YOU MENTIONED IS ROYAL AND FAIRFIELD.

THAT IS NOT ON THE TOP OF MY BRAIN IN TERMS OF A PROJECT RIGHT NOW BUT I KNOW YOU AND ROBIN, I CAN CONNECT TO TALK ABOUT THAT AFTER.

HAPPY TO FOLLOW UP ON THAT PIECE.

SO A COUPLE EXAMPLES OF ENHANCED CROSSING IMPROVEMENTS UPCOMING.

WE WILL INSTALL AN RFB AND GOOD PASTOR AND HAPPY LANE THAT IS UPCOMING, WE HAVE ANOTHER CROSSING, ANOTHER PATTERSON CROSSING AT THE 15TH WE ARE WORKING ON AND THERE ARE A LOT OF SMALLER CROSSINGS WHERE WE HAVE SEEN WHERE WE HAVE THE OPPORTUNITY TO MAKE LOCALIZED, SMALL IMPROVEMENTS, WE ARE TALKING ABOUT PLACES WHERE WE HAVE UPCOMING TRAFFIC CONTROL WHERE IT MIGHT BE ONE SPEED CUSHION OR SPEED HUMP WE ARE SELECTIVE, WE HAVE A NUMBER OF UPCOMING THAT WERE ON THE APPROVED LIST WHERE WE INSTALL SPEED FEEDBACK SIGNS IN NEIGHBORHOODS IS A STARTING POINT.

THOSE ARE A COUPLE OF THE EXAMPLES OF UPCOMING PROJECTS IN THE NEXT COUPLE YEARS FOR THOSE.

>> EVANS: LET ME ASK ANOTHER QUESTION, THE OTHER PIECE I NOTICED THERE WAS SOME URGENCY AROUND FIXING SOME OF THOSE THINGS THAT CAUSE A TRAFFIC FATALITY OVER ON PATTERSON.

WE HAVE HAD THREE OR FOUR, PROBABLY FOUR FATALITIES ON HIGHWAY 99.

IN THE LAST COUPLE YEARS.

IS THERE A GRAND PLAN FOR US TO INSTALL TRAFFIC DEVICES BETWEEN FOUR CORNERS FOR EXAMPLE ROYAL OR GOING ALL THE WAY UP TO -- UP TO BARCHER?

>> I CAN TELL YOU I AM PART OF A GROUP WITH ROB CITYWIDE WHERE WE ARE TALKING ABOUT HIGHWAY 99, THERE IS A BIG COORDINATED EFFORT THAT IS NOT JUST TRAFFIC BUT ALSO TALKING ABOUT COMMUNITY DEVELOPMENT, WITH BOBBIO'S GROUP AND LOOKING AT IT HOLISTICALLY OF WHAT CAN WE DO IN THE AREA WHILE THE PROCESS IS HAPPENING, WE HAVE A PLAN PROJECT ON HIGHWAY 99 WHERE WE ARE GOING TO MAKE IMPROVEMENTS TO ALL THE SIDEWALK ACCESS RAMPS BETWEEN FOUR CORNERS AND UP TO BARCHER AND IT IS PART OF THAT WE HAVE SIGNIFICANT LIGHTING IMPROVEMENTS PLANNED, THAT IS REPAIR, UPGRADE AND INFILL OF LIGHTING.

I KNOW THAT IS PART OF THE LARGER COORDINATION AND WE WILL LIKELY HAVE OTHER MEASURES THAT WILL COME FROM THAT.

THOSE ARE THE FIRST THAT ARE PLANNED, VERY SOON LIKELY THIS NEXT WINTER AND SUMMER WE WILL MAKE THOSE SIDEWALK UPGRADES AND LIGHTING IMPROVEMENTS.

>> EVANS: I AM INTERESTED, YOU MENTIONED LIGHTING IMPROVEMENTS.

99 IS PARTICULARLY DARK.

BUT ALSO THE SIDE STREETS, RESIDENTIAL STREETS, WE HAVE SOME SIGNIFICANT ISSUES AS FAR AS LIGHTING IS CONCERNED.

I DON'T KNOW WHEN OR HOW WE ARE GOING TO ADDRESS THAT FIRST TO GET THE MAJOR THOROUGHFARES LIT UP.

I WILL SAY THAT LIGHTING HAS BEEN A CONCERN OF MINE FOR A NUMBER OF YEARS AND A NUMBER OF MY RESIDENTS HAVE MENTIONED ABOUT GOING DOWN THEIR OWN RESIDENTIAL STREETS AND HAVING LARGE SECTIONS THAT ARE BASICALLY BLACKED OUT.

>> I THINK ROB CAN ADD ON THE STUDY THAT IS ONGOING.

>> HELLO, GOING BACK TO HIGHWAY 99, AS YOU MAY BE AWARE THE CITY HAS RECEIVED FUNDING BY LTD FOR A MULTIMODAL SAFETY STUDY THAT IS UNDERWAY RIGHT NOW.

WE ARE DEVELOPING A PLAN, YOU CAN GET THE IDEA THIS IS A STUDY BUT DEVELOPING A PLAN FOR MAKING IMPROVEMENTS TO HIGHWAY 99 AND RIVER ROAD TO ADDRESS SAFETY.

WE SHOULD BE FINISHED WITHIN THE NEXT YEAR OR SO, THERE WILL BE A COMMUNITY OPEN HOUSE THIS WINTER AND WE HAVE FUNDING WE RECEIVED FROM THE MPO TO IMPLEMENT SOME OF WHAT COMES OUT WITHOUT IN HIGHWAY 99, WE HAVE OVER $2 MILLION SET ASIDE FOR THAT.

HOPEFULLY THERE WILL BE SOME THINGS THAT COME OUT OF THAT THAT WE CAN WORK TO ADDRESS SOME OF THE ISSUES YOU RAISED ON HIGHWAY 99 ITSELF AGO

>> MAYOR KNUDSON: COUNCILOR GROVES, COUNCILOR KASHINSKY, COUNCILOR KEATING, COUNCILOR ZELENKA.

>> GROVES: THANK YOU FOR THE WORK BEING DONE. I WOULD LIKE TO ADD THE WEST 11TH CORRIDOR AS WELL. WE HAVE HAD MORE FATALITIES ON WEST 11TH THEN RIVER ROAD. WE ARE JUST BELOW 99 BY ONE.

IT IS A DANGEROUS AREA. WE HAVE SOME PEOPLE IN BEHAVIORAL, LIKE MENTAL HEALTH PROBLEMS THAT ARE STUMBLING OUT IN THE STREET AND GETTING HIT.

AND KILLED.

BUT I WANT TO LEAD OFF WITH THANKING YOU FOR THE WORK THAT WAS DONE FOR THE CROSSING LIGHTS.

BY THE CHURCHILL HIGH SCHOOL BASEBALL FIELD.

IT IS, I THINK IT IS MAKING A DIFFERENCE FROM MY OBSERVATIONS.

PEOPLE COME AROUND THE BLIND CURVE HEADING EASTBOUND AND THEY DRIVE LIKE IT IS THE AUDUBON.

WHICH IS STILL POSES A DANGER BUT STILL THERE IS SOMETHING THAT GIVES US KIDS A GOOD CHANCE TO GET ACROSS SAFELY AND IT IS USED BY MORE THAN HIGH SCHOOL STUDENTS.

THE MIDDLE SCHOOL STUDENTS AT KENNEDY ALSO USE THAT CUT THROUGH AND GO UP THE BACKSIDE OF THE PROPERTY OF CHURCHILL HIGH SCHOOL TO GET TO KENNEDY MIDDLE SCHOOL.

I CONSIDER THAT IN THE IMPORTANT EFFORTS AND I APPRECIATE IT.

WE CERTAINLY SAW A DRAMATIC DECREASE IN SAFETY ISSUES WITH BAILEY HILL ROAD THAT WAS TRANSFORMED ON THE OTHER SIDE OF CHURCHILL HIGH SCHOOL. THANK YOU FOR THAT.

I AM SURE YOU ARE AWARE OF ALL THE PROBLEMS THAT OCCURRED WITH THE McLEAN BOULEVARD REBUILD.

I UNDERSTAND THERE IS A LOT OF THINGS THAT ARE OUT OF YOUR CONTROL BUT THE NEIGHBORS DON'T UNDERSTAND THAT.

IT IS KIND OF HIT AND MISS ON SOME OF THE COMMUNICATIONS, SOME NEIGHBORS WOULD GET THE INFORMATION, SOME DIDN'T.

AND THERE WAS A LOT OF RUMORS FLYING AROUND THAT WHEN THERE IS A LACK OF INFORMATION THAT SPURS SPECULATION WHICH BECOMES FACT IN PEOPLE'S MINDS. I AM LOOKING FORWARD TO GETTING THAT DONE, IT SHOULD BE DONE PRETTY SOON. WE KEEP RUNNING INTO ROAD BASE THAT ISN'T SUBSTANTIAL ENOUGH TO HOLD THE NEW LOAD.

I WORRY ABOUT ALL THE SPRINGS BECAUSE I KNOW AS SOON AS YOU BUILD IT, IT INSTANTLY STARTS ERODING.

I AM NOT SURE WHAT YOU DO ABOUT THAT PIECE.

I HAVE TRIED TO EXPLAIN THE BUILD OUTS THAT WERE PUT IN, I SAID WE ARE LOSING OUR NATURALLY OCCURRING BUILDING BUT AT THE SAME TIME I KNOW WE NEED TO DO SOMETHING ABOUT IT BUT THERE IS A LOT OF COMPLAINT ABOUT THE BUILD OUT BUT WE HAVE TO DO SOMETHING TO SLOW DOWN TRAFFIC AND I KNOW WE DON'T PUT THE TRAFFIC ON GRATES.

UPSLOPE FOR GOOD REASONS.

THAT IS ALL THE TIME I HAVE.

ALL IN ALL I APPRECIATE THE WORK AND I AM LOOKING FORWARD TO TALKING ABOUT SIDEWALKS NEXT. THANK YOU.

>> MAYOR KNUDSON: COUNCILOR KASHINSKY.

>> KASHINSKY: THANK YOU AND THANK YOU FOR THE WORK AND THE REPORT AND I HAD A CHANCE TO GO LOOK AT THE DASHBOARD

SPECIFICALLY REGARDING THE PAVING CONDITIONS AND I WAS REALLY FASCINATED AND ABLE TO ZOOM IN ON ANY STREET AND SEE WHAT THE SCORE WAS.

WAS VERY HELPFUL.

THIS BOND MEASURE HAS MANY FEWER PROJECTS ON IT THEN SOME OF THE PAST ONES.

CAN YOU REFRESH MY MEMORY AS TO WHY THAT IS?

>> I AM HAPPY TO. I AM GOING TO SCROLL BACK A LITTLE BIT.

WE HAVE THAT ON THE TIMELINE.

LOOKING BACK WE STARTED AT 31 STREETS.

THEN WE WENT TO 76 STREETS.

IN 2012, THE REASON THERE IS THE PLUS BESIDES THOSE IS LOWER THAN ANTICIPATED COST AND PRUDENT SPENDING, WE WERE ABLE TO ADD STREETS TO THAT.

IN 2017, 78 AND IN 2022 WE ARE DOWN TO 42.

THAT IS BECAUSE OF THE CHOICES WE MADE AND HOW TO USE THE BOND FUNDS.

FOR EXAMPLE IN 2017 WE HAD 70 STREETS AND AN AVERAGE OF $1 MILLION TO BE SPENT ON ACTIVE TRANSPORTATION IN A YEAR.

TOTAL FOR THE BOND MEASURE WE HAD $5 MILLION OF ACTIVE TRANSPORTATION.

THAT LEFT THE BALANCE OF THE FUNDS AVAILABLE FOR ROAD PROJECTS.

IN CONTRAST, IN 2022 FOR THE BOND, WE HAVE $15 MILLION FOR THE OTHER PROJECTS.

WE HAVE 5 MILLION FOR WALKING, 3 MILLION FOR BIKING, 3 MILLION SAFETY, 2 MILLION STREET TREES AND 2 MILLION UNPROGRAMMED.

THAT IS THE DIFFERENCE IN THAT WE HAVE, THE COUNCIL HAS CHOSEN WHAT THE MAKEUP LOOKS LIKE EACH TIME, THAT WAS THE EVOLUTION FOR THE TIME WHERE WE MAKE THOSE IMPORTANT, OTHER IMPROVEMENTS TO WALKING, BIKING AND SAFETY BUT THAT MEANS

THE BALANCE OF THE BOND MEASURE TOTAL WAS LESS IN TERMS OF STREETS, THERE ARE FEWER STREETS AND STREETS ARE MORE EXPENSIVE.

>> KASHINSKY: THE DOLLAR AMOUNT FOR THE BOND MEASURE WAS SIMILAR, THERE WASN'T --

>> IT WAS A LITTLE BIT HIGHER BUT SOMETHING THAT HAS REMAINED CONSISTENT IS THE RATE. THAT IS SOMETHING WE HAVE MADE, COUNCIL MADE THE DECISION THE RATE HAS BEEN THE SAME.

I DON'T REMEMBER OFF THE TOP OF MY HEAD WITH THE LAST TOTAL WAS BUT THIS WAS OVER 61, 62 MILLION BUT THE TAX RATE HAS REMAINED CONSISTENT.

THAT HAS BEEN THE FACTOR THAT DETERMINES WHAT THE TOTAL IS FOR THE TOTAL BOND MEASURE, WE CHOSE OR THE COUNCIL CHOSE THIS LAST TIME TO DISTRIBUTE THAT DIFFERENTLY.

WHICH MEANS THE TOTAL NUMBER AVAILABLE FOR STREETS IS LESS THAN THE PREVIOUS ONES.

>> KASHINSKY: IS THE COST TO DO A STREET REPAIR, IS THAT GROWING, ROUGHLY THE SAME RATE AS THE INCREASE IN THE FUNDING THAT COMES OUT OF THE MEASURE OR WAS IT --

>> I WOULD SAY WE HAVE SEEN A BIG FLUCTUATION.

IN THE LAST SEVERAL YEARS AROUND THE PANDEMIC WE SAW SOME WHILE FLUCTUATION AND COSTS.

WE HAVE SEEN IN GENERAL THE COSTS HAVE LEVELED OUT.

A LITTLE BIT OVER THE LAST YEAR OR TWO SO WE ARE NOT SEEING REALLY HIGH COSTS. THE COSTS ARE STILL HIGHER THAN WHAT WE EXPERIENCED PREVIOUSLY AND SIGNIFICANTLY HIGHER THAN WHAT WE EXPERIENCED IN THE 2017 BOND BUT THEY HAVE LEVELED OUT AND THIS YEAR WE HAVE SEEN A NUMBER OF PROJECTS COME IN AT OR BELOW WHAT WE ESTIMATED.

THE LEVEL BAR IS HIGHER.

WE ARE SEEING PROJECTS THAT ARE COMING IN OVERESTIMATES BUT ESTIMATES ARE STILL HIGHER THAN THEY WERE THREE YEARS AGO OR FIVE YEARS AGO OR 10 YEARS AGO.

>> KASHINSKY: THANKS. I WANTED TO ASK THE REPORT THAT SHOWS HERE IS HOW MUCH WE HAVE DONE AND IT HAS THE BAR ON THE SIDE THAT IS GREEN, CAME IN IN THE BUDGET AND I WANTED TO ASK THE THREE STREETS THAT CAME IN OVERBUDGET HAPPENED TO BE ONES I WAS PAYING ATTENTION TO BECAUSE THEY ARE IN MY WARD. AND WAS CURIOUS, WHAT KIND OF FACTORS, IT IS REALLY GREAT ALMOST ALL ARE COMING IN, IN BUDGET.

WHAT ARE SOME OF THE FACTORS THAT WOULD LEAD TO STREETS COMING IN WAY MORE THAN WE EXPECTED.

>> I AM HAPPY TO SPEAK TO THAT. THOSE THREE, IT IS HARD TO READ BUT I KNOW YOU ARE REFERRING TO GRANT, HASTEN AND PIERCE STREET SOUTH OF 18TH AVENUE. THOSE ARE SIMILAR TO WHAT HAPPENED IN PORTIONS OF McLEAN. WE INTENDED THAT PROJECT WOULD BE A PROJECT WHERE WE WERE ABLE TO GO AND TAKE THE TOP SURFACE OFF.

WE WOULD TAKE THE TOP THREE OR 4 INCHES OF ASPHALT OFF AND PUT BACK THREE OR 4 INCHES.

WHEN WE DISCOVERED WE DISCOVERED THE SUBGRADE WAS NOT WHAT WE ANTICIPATED.

AND WAS -- IT IS IN MUCH WORSE SHAPE THAN WE THOUGHT, WE DID A LOT OF WORK TO INVESTIGATE THE SUBSURFACE OF OUR STREETS BUT WE DON'T KNOW UNTIL WE OPEN UP A STREET WHAT IS GOING TO LOOK LIKE.

IT REQUIRED A SIGNIFICANT AMOUNT OF RECONSTRUCTION THEN WHAT WE PLANNED AND BUDGETED AS A WAY OF TAKING OFF THE TOP SURFACE.

THAT IS THE FACTOR THAT MADE THOSE MORE EXPENSIVE, AND THAT CAN BE REALLY COMMON AND THERE WERE PATCHES ON McLEAN SO SOMETIMES WE RUN INTO OTHER THINGS LIKE UNKNOWN UTILITIES, SHALLOW FACILITIES THAT WE NEED TO DESIGN AROUND.

THOSE ARE SOME OF THE THINGS THAT CAN IMPACT THE COST.

>> KASHINSKY: THE FACT THAT IT IS A COUPLE STREETS OUT OF THE LONG LIST IS A GOOD SIGN OF HOW GOOD WE ARE DOING TO GET THE ESTIMATE IN ADVANCE AND GET A GOOD SENSE OF WHERE THINGS ARE.

THANK YOU.

>> MAYOR KNUDSON: I WILL ADD AN OBSERVATION THAT IS IMPORTANT CLARIFICATION FOR THOSE WHO MIGHT BE NEW TO OUR STREET ON PROCESS AND THE OVERVIEW HAS BEEN HELPFUL TODAY.

WHAT YOU JUST SHARED, THE COST OF REPAIRING A STREET, BEING MUCH LESS THE NEEDING TO FULLY RECONSTRUCT A STREET AND THAT IS ONE OF THE WAYS IN WHICH THE BOND I THINK IN THE SERIES OF BONDS HAVE BEEN A CAREFUL USE OF RESOURCES AND INVESTMENT BY THE COMMUNITY, THE LOWEST COST PATH TO MAINTAIN THE NUMBER OF STREETS THAT WE ARE TOUCHING WITH EACH ONE OF THESE BONDS BUT THE COST OF RECONSTRUCTING THE STREET BEING MUCH LARGER THAN REPAIRING OR RESURFACING A CONDITION.

COUNCILOR CLARK AND COUNCILOR KEATING.

>> CLARK: THANK YOU, I WILL TAKE OFF FROM WHERE THE MAYOR AND COUNCILOR CLARK THREE ENDED, TO SAY I REMEMBER THE FIRST DISCUSSIONS ABOUT THE PROCESS OF HOW OUR PUBLIC WORKS DEPARTMENT HAS THE CAPACITY OR NOT TO FUND MAINTENANCE ON AN ONGOING BASIS SO OUR STREETS DIDN'T FALL INTO REAL DISREPAIR WHICH REQUIRES THE CONSIDERABLY MORE EXPENSIVE VERSION OF RECONSTRUCTING THEM FROM A BASE ENTIRELY.

AND HE USED TO DESCRIBE IT AS GOING ALONG, DOWN A SLOW, DOWNHILL GRADE AND IT FALLS OFF A CLIFF IN TERMS OF THE DIFFERENCE BETWEEN MAINTENANCE AND WHAT IT COSTS TO MAINTAIN AND DO MINOR REPAIR VERSUS WHEN THE CONDITION FINALLY FAILS TO THE FACT WHERE YOU NEED TO REBUILD THE ROAD ENTIRELY.

THE COSTS ZOOM WAY UP.

I WANT TO TAKE US BACK TO SOME OF YOUR COMMENTS ABOUT YOUR CONCERNS ON THE BOTTOM THREE CATEGORIES OF STREET REPAIR AND MAINTENANCE THAT ARE GROWING IN OUR DEFERRAL OF MAINTENANCE BECAUSE THOSE STREET HAVEN'T BEEN ADDRESSED.

WOULD YOU LIKE TO COMMENT FURTHER ON THOSE THREE CATEGORIES THAT GIVE YOU CONCERN?

>> I AM HAPPY TO. I WOULD SAY I WOULDN'T QUITE SAY IT IS CONCERNED TO ME IT IS MORE A WATCHFUL EYE OF SAYING WE KNOW I ANTICIPATE THEY WILL CONTINUE TO GROW OVER THE LIFE OF THE BOND MEASURE. I WOULDN'T QUITE SAY IT IS A CONCERN BECAUSE WHEN WE LOOK AT THE TOP THREE THAT REPRESENTS OVER 75%.

>> CLARK: I APOLOGIZE, THE BOTTOM 25%, WOULD YOU SAY THAT IS A NUMBER THAT IS GROWING OVER, HOW WOULD YOU CATEGORIZE THAT OR DESCRIBE THAT AS A FUNCTION OF TIME?

ARE THOSE GROWING?

>> YES, I THINK THE NUMBERS SHOW THE PERCENTAGES OF STREETS IN THOSE CATEGORIES ARE GROWING OVER TIME.

I ALSO WAS WANTING TO SAY IT IS EXCITING TO ME THAT YOU CITED THE PAVEMENT CONDITION, THE MAYOR TALKED ABOUT OUR, HOW WE PRESERVE OUR STREETS, THEY THINK IT IS EXCITING THE LEVEL OF KNOWLEDGE IS WE CAN HAVE THOSE DISCUSSIONS AND YOU KNOW THAT AND WE CAN TALK ABOUT IT, I THINK, THANK YOU FOR PAYING ATTENTION TO THOSE.

I WOULD SAY, TO MEET THE IMPORTANT PIECE IS THAT WE CATCH STREETS BEFORE THEY FALL OFF THE CLIFF.

>> CLARK: THAT IS IMPORTANT TO ME, TOO. I WANTED TO MAKE THE COMMENT THAT WAS THE WHOLE REASON WE DECIDED TO PUT A BOND FORWARD IN THE FIRST PLACE.

WAS BECAUSE THE COST OF REGULAR MAINTENANCE BEFORE WE HAD A REBUILD PROBLEM WAS BEYOND OUR CITY'S FINANCIAL CAPACITY AT THE TIME.

SO WE WANTED TO MAKE SURE THE BOND FUNDS WERE USED TO DO ADEQUATE MAINTENANCE AND ADEQUATE REPAIR BEFORE SUBSTANTIAL REBUILDS WERE NECESSARY, IF THOSE PARTICULAR NEEDS ARE GROWING AT A RATE I HAVE HAD SOME CONCERNS IN THE PAST THAT WE MAY BE DECIDING TO SPEND TOO MUCH MONEY ON THE ALTERNATIVE MODES AND ALTERNATIVE MEANS WITH BOND FUNDS AS OPPOSED TO WHAT IT WAS INTENDED TO DO IN THE FIRST PLACE WHICH IS KEEP US FROM INCURRING LARGE-SCALE REPAIR COSTS AS TIME GOES ON SO WE WOULD BE DOING AN ADEQUATE JOB OF MAINTENANCE.

I KNOW IT IS GOING TO BE PART OF THE DISCUSSION ABOUT HOW WE FUND SIDEWALK REPAIRS AND MAYBE WE USE BOND FUNDS FOR THAT.

I AM IN FAVOR OF HAVING THE DISCUSSION AT LEAST BUT I AM MINDFUL OF THE FACT THAT WE MAY BE APPROACHING THE PLACE WHERE WE ARE ALREADY SPENDING TOO MUCH MONEY ON ALTERNATIVE MEANS, ALTERNATIVE MODES AS OPPOSED TO MAKING SURE WE ARE DOING THE BASIC JOB OF WHAT THE BONDS FUNDS WERE INTENDED TO DO IN THE FIRST PLACE.

WHICH IS AVOID THE MASSIVE REPAIR OF REBUILDING ENTIRELY THOSE WHOSE CONDITIONS HAVE DETERIORATED. THANK YOU.

>> MAYOR KNUDSON: COUNCILOR KEATING.

>> KEATING: THANK YOU, I WOULD SUBMIT THE QUOTE ALTERNATIVE METHODS MY FRIEND AND COLLEAGUE ALLUDED TO WERE APPROVED BY VOTERS INCLUDING SIDEWALK, MULTIMODAL METHODS OF TRANSPORTATION, IS THAT AN ACCURATE REFLECTION ON WHAT THE VOTERS LAST APPROVED?

>> YES, THE VOTERS APPROVED -- THIS WAS THE MAKEUP OF THE BOND THE VOTERS APPROVED.

TO BE CLEAR. THE LIST OF ACTIVE TRANSPORTATION PROJECTS WAS APPROVED BY COUNCIL.

THIS MAKEUP IS WHAT THE VOTERS APPROVED.

>> KEATING: GREAT, THANK YOU. I UNDERSTAND ONE OF THOSE TRAFFIC PIECES INCLUDES IF NOT LIMITED TO ROUNDABOUTS AND THERE ARE SOME DIFFICULTIES WITH SLOPE AND GRADE AND THE 30TH IS A DANGEROUS CORRIDOR, ONE I TRAVEL DAILY AND WALK ACROSS DAILY.

CAN YOU ALLEVIATE SOME OF OUR COMMUNITY CONCERNS ABOUT ROUNDABOUTS COMING OFF 30TH WHEN I SEE AGATE AND 33RD AND PARIS ON THE STREETS, WHEN CONSTITUENTS ASKED ME CAN YOU BETTER ARMY WITH INFORMATION WITH WHETHER OR NOT A ROUNDABOUT WILL OCCUR IN -- WILL BE CONSTRUCTED IN SOUTH EUGENE?

>> I CAN RESPOND TO THAT IN TWO WAYS. ONE IS SAYING THAT WORK ON 30TH IS NOT PART OF THE BOND MEASURE.

THERE IS NOT FUNDING FOR THAT.

THE STREETS THAT COME OFF WE WILL LOOK AT APPROPRIATE TREATMENTS FOR THOSE STREETS, 31ST AND AGATE. I CAN SAY WE HAVE BEEN IN LONG-RANGE PLANNING DISCUSSIONS WITH LANE COUNTY AND LANE COUNTY IS PLANNING ON STARTING WORK, I THINK THEY ARE IN THE DESIGN PHASE FOR 30TH FROM THERE WHERE THE JURISDICTIONAL CHANGES DOWN PAST LCC, IT IS NOT ON OUR PROJECT LIST FOR US TO ADDRESS ANYTHING ON 30TH. IF WE WERE TO IN THE PAST TALK ABOUT A PROJECT THAT IS IN THE 5, 10+ YEARS AWAY, NOT SOMETHING WE ARE ACTIVELY WORKING ON.

>> KEATING: APPRECIATE THAT, THANK YOU. ON THE TOPIC OF PROMOTING ACCOUNTABILITY AND CITIZEN INVOLVEMENT IN STREET PRESERVATION PROJECTS, I WANT TO SHARE SOME COMMUNICATION I RECEIVED FROM CONSTITUENTS BECAUSE OF THE EXTENSIVE WORK THAT HAS HAPPENED ON HILLIARD CORRIDOR.

THESE COMMUNICATIONS COME FROM OVER THE SUMMER, I WANT TO UPDATE YOU ON THE WORK ON HILLIARD, THEY ARE PAVING THE ROAD TODAY FOR WHICH I AM THANKFUL.

WE DID NOT RECEIVE NOTICE IT WOULD BE DIFFICULT TO MOVE CARS TODAY, 6/28, THERE ARE NO PARKING SIGNS ON THE STREET FOR 5/27 UNTIL 6/1. I DIDN'T RECEIVE CORRESPONDENCE THAT WOULD BE THE DAY IN WHICH THEY ARE PAVING THIS STRETCH OF THE ROAD. I WANT TO ENSURE THIS DOESN'T HAPPEN TO OTHER COMMUNITIES IN THE FUTURE.

THE LACK OF COORDINATION BETWEEN AND SOME COMPANIES MENTIONED HERE AND THE CITY HAS BEEN INADEQUATE.

I WOULD SUBMIT WHETHER IT IS CHILDCARE, IN-HOME HOSPICE CARE, SMALL BUSINESSES, OPERATING OUT OF THE HOME, PHYSIC LESSONS, THAT WAS ONE OF THE HEARTACHES THAT HAS BEEN EXPRESSED TO ME.

ARE DIFFICULT TO OVERCOME WHEN THIS APPARENT LACK OF COMMUNICATION OR COORDINATION OCCURS.

I WOULD ASK ARE THERE PATHWAYS FOR IMPROVED COMMUNICATION?

THROUGH THE EXISTING BOND DOLLARS UNDER THAT ACCOUNTABILITY AND CITIZEN INVOLVEMENT BUCKET AND WHAT ARE THE EXISTING METHODS OF COMMUNICATION BECAUSE AS I UNDERSTAND THERE ARE MONTHS OR A YEAR PLUS OUT FROM ONE ENTITY AND AS IT GETS CLOSER, AS I UNDERSTAND IT, A DOOR-TO-DOOR EFFORT THAT DOESN'T EXACTLY REACH EVERY CONSTITUENT.

THERE IS SOME FUZZINESS IN THE COMMUNITY ABOUT THE ENGAGEMENT AND TIMELINE. COULD YOU SPEAK TO BOTH?

>> I AM HAPPY TO.

I WILL SAY I THINK OUR ONGOING EFFORTS AROUND COMMUNICATION, I THINK THERE IS ROOM FOR IMPROVEMENT.

WE HAVE GREAT STAFF THAT PUT EFFORT INTO THOSE THINGS.

I WANT TO SAY I KNOW THERE IS ALWAYS ROOM FOR IMPROVEMENT, THAT IS SOMETHING COUNCILOR GROVES SPOKE TO.

I CAN SPEAK TO WHAT WE ARE DOING.

WE START A ROUND OF POSTCARDS IN THE SOMETIMES 18 MONTHS-2 YEARS IN ADVANCE.

THE PURPOSE IS A FORESHADOWING, THIS IS HAPPENING.

WITH THE PURPOSE OF IF YOU ARE PLANNING TO SUBDIVIDE YOUR LOT, IF YOU ARE PLANNING ON REDOING YOUR SEWER CONNECTION, IF YOU WANT A NEW SEWER CONNECTION THAT IS WHEN WE SAY PLEASE START, BE AWARE THIS IS COMING SO YOU CAN DO THAT PRIOR TO THE STREET BEING REPAVED.

THEN IN ABOUT THE SIX-MONTH TO A YEAR RANGE WE SEND ANOTHER POSTCARD THAT SAYS AS A REMINDER WE ARE COMING AND WE TYPICALLY WILL SEND ANOTHER POSTCARD ONCE THE CONTRACT HAS BEEN AWARDED THAT PROVIDES THE CONTACT INFORMATION FOR THE CONTRACTOR.

THEN IN OUR STANDARD SPECIFICATION THERE ARE NOTIFICATIONS THAT HAVE TO HAPPEN AHEAD OF CERTAIN EVENTS.

THAT IS CLOSING THE ROADWAY, IF YOU ARE GOING TO DO A MAJOR OPERATION, MILLING OR PAVING, THOSE HAVE TIME FRAMES AROUND THEM AS WELL.

IN ADDITION TO THOSE REQUIRED BY SPECIFICATION SOMETHING THAT WE HAVE STARTED IN THE LAST YEAR WE ARE, WE HAVE A MAPPING PROCESS GOING ON SO WE ARE MAPPING AND WRITING WHAT DECIDE WHAT CLOSURES ARE BECAUSE IT IS IMPORTANT PEDESTRIANS HAVE THE INFORMATION TO KNOW WHAT TO EXPECT WHEN SIDEWALKS OR ACCESS RAMPS ARE CLOSED. THAT IS A NEW EFFORT WE HAVE STARTED THIS YEAR.

WE HAVE A WEEKLY ROAD REPORT THAT SAYS HERE IS WHAT YOU CAN EXPECT IN THE UPCOMING WEEK.

AS WELL AS A SOCIAL MEDIA POST AS WELL.

WITH ALL OF THOSE THINGS IN PLACE, I WANT TO CIRCLE BACK TO I KNOW THERE IS IMPROVEMENTS THAT CAN BE MADE.

I THINK WE HAVE GREAT STAFF THAT WORK ON COMMUNICATION.

IT IS SOMETHING WE WILL CONTINUE TO ITERATE AND SAY HOW CAN WE DO BETTER AND WE KNOW THAT IS INDIVIDUALIZED PER PROJECT.

BASED ON WHAT TYPE OF WORK IS GOING ON, THE SCHEDULE, ET CETERA.

WE RECOGNIZE SOMETIMES THERE ARE GAPS THAT NEED TO BE ADDRESSED.

>> MAYOR KNUDSON: COUNCILOR ZELENKA.

>> ZELENKA: THINGS.

I WANTED TO PLAY OFF EVERYONE LISTENING, ROUNDABOUTS ARE SAFER FOR ALL MODES, THIS WILL BE PROVEN ALL OVER THE COUNTRY, HERE TOO, THEY INCREASE FLOW AND CREATE LESS POLLUTION AND REDUCE MORE GREENHOUSE GASES THAN REGULAR INTERSECTIONS.

THEY TAKE SOME GETTING USED TO BUT I THINK THEY ARE VERY EFFECTIVE AND GOOD TOOLS.

I THINK IT IS GREAT THE AUDIT SAYS WE ARE SPENDING WHAT WE SAID WE WOULD SPEND IT ON. PROMISES MADE, PROMISES KEPT AND IS VERY IMPORTANT AND I WANT TO THANK THEIR TIME AND EFFORT FOR WHAT THEY PUT INTO THIS.

SINCE I AM GOING OFF COUNCIL, IT IS IMPORTANT FOR THE COUNCIL TO KEEP THE FORMULA THAT HAS WORKED WITH THESE BOND MEASURES THAT WAS PUT TOGETHER BY MYSELF AND COUNCILOR BETTMAN, YOU

HAVE A LIST OF PROJECTS SO PEOPLE KNOW WHAT WE ARE BUYING AND WE STICK TO THAT LIST AND WE DON'T SHIFT MONIES AROUND. IT IS NOT A SHELL GAME.

THE PROJECTS ARE SPREAD ALL OVER THE CITY SO EVERYBODY GETS A BENEFIT.

THAT WE HAVE AN INDEPENDENT THIRD-PARTY AUDIT THAT SAYS WE ARE SPENDING WHAT WE SAID WE WOULD SPEND ON AND THERE IS A CITIZEN REVIEW PANEL THAT LOOKS AT THIS.

WITH ANNUAL REPORTS TO COUNCIL, THAT SYSTEM REALLY WORKS AND HOPEFULLY IT CARRIES THROUGH A NEED TO GET VOTER TRUST.

HAVING SAID THAT I TAKE A DIFFERENT TACT ON THIS REPORT.

I FOUND IT DISAPPOINTING IN THAT THERE IS NOT ENOUGH PROGRESS. SEEMS LIKE WE ARE WE BEHIND AND ALMOST EVERYTHING IS OVER BUDGET.

THE PCI IS GOING BACKWARDS.

WE ARE TWO YEARS IN AND ONLY HAVE EIGHT OF 41 STREET PROJECTS, 20% COMPLETED.

PROJECTS, FOUR OF 18, 22%, BIKE, ONE OF NINE, SAFETY FOUR OF 17, EVEN THE MORE TROUBLING IN AIS IT SAID WALK, BIKE AND SAFETY PROJECTS ARE NOT ON TRACK TO BE COMPLETED WHEN THE FIVE YEAR PERIOD -- THE PROBLEM IS WHEN WE GO OUT FOR THE NEXT TASK ON THIS, THIS IS OUR PERPETUAL STRATEGY OF DOING THESE BONDS, HOW ARE WE GOING TO ASK FOR MORE MONEY IF WE HAVEN'T DONE WHAT WE SAID WHAT WE WERE GOING TO DO IN THAT TIMEFRAME WE ARE GOING TO DO IT.

THAT PRESENTS A PROBLEMATIC PLACE FOR THE COUNCIL TO BE.

I GUESS THE QUESTION IS WHAT PERCENT IS DONE BY THE TIME WE HAVE TO HAVE A DECISION ABOUT RENEWAL TIME?

IF WE ARE NOT ON TRACK, DO WE PUSH OUT RENEWAL, DELAY IT A YEAR, MAYBE THAT IS A STRATEGY TO GET THIS DONE. HOW DOES THAT END UP WORKING IN THE GRAND SCHEME OF THINGS, I THINK IT IS PROBLEMATIC WHERE WE ARE RIGHT NOW, WHERE WE NEED TO BE TO GET THE NEXT ONE APPROVED.

>> I WASN'T 100% CLEAR IF THAT QUESTION IS FOR ME OR FOR A BROADER QUESTION FOR THE COUNCIL --

>> ZELENKA: PARTIALLY YOU, PARTIALLY TO THE COUNCIL.

>> I AM HAPPY TO SPEAK TO THE PIECES I CONTROL AND THE PIECES STAFF IS WORKING ON.

S, WE ARE BEHIND.

WE WANTED TO MAKE SURE WE WERE FORTHRIGHT IN GIVING THE DATA, NONE OF THE WORK WE DO IS A SECRET.

WE HAVE HAD CHALLENGES IN THE LAST COUPLE YEARS.

WITH STAFFING AND THAT IS SOMETHING WE ARE WORKING ON TRYING TO FILL THOSE GAPS, TRYING TO MAKE SURE WE HAVE THE RIGHT MIX OF PEOPLE, TRYING TO MAKE SURE WE BUILD QUALITY PROJECTS.

THAT IS SOMETHING WE KNOW WE NEED TO CONTINUE TO WORK TO TRY TO CATCH UP.

IN TERMS OF LOOKING TO THE FUTURE, THE LONGER FUTURE, I THINK THAT IS PROBABLY A DISCUSSION AT THE LEADERSHIP LEVEL AND I KNOW WE HAVE HAD SOME DISCUSSIONS, THERE HAS BEEN A LOT OF CHANGE AND A LOT OF THINGS IN PROCESS NOW WITH NEW LEADERSHIP COMING IN.

WITH THE TRANSPORTATION SYSTEM REVIEW UNDERWAY, SOME OF THOSE CHANGES WILL HOPEFULLY INFORM US WHAT THE FUTURE WILL LOOK LIKE BUT I CAN'T SPEAK TO WHAT THE PLAN IS PAST THIS NEXT COUPLE YEARS IF STAFF IS ASKED TO HELP START TALKING ABOUT WHAT THE NEXT OPTIONS LOOK LIKE, I WOULD BE HAPPY TO DO SO.

>> ZELENKA: THE CITY MANAGER, I KNOW WE ARE BRINGING ON BOARD --

>> MAYOR KNUDSON: I'M GOING TO PAUSE YOU, I HAVE A SECOND ROUND AND HAPPY TO COME BACK TO YOU FOR A SECOND ROUND.

>> ZELENKA: I WOULD LIKE A RESPONSE FROM THE CITY MANAGER ON THIS.

>> GIVEN WHAT I HAVE HEARD SO FAR TODAY, THIS WILL COME BACK TO COUNCIL, THIS IS YOUR FIRST CYCLE IN TERMS OF DIVERSIFYING YOUR PROJECTS AND WE SEE A LITTLE BIT OF THE IMPACT FROM THAT.

I THINK PART OF THE NEXT CONVERSATION IS IF YOU WANT TO PROCEED WITH THE SAME MIX OR THERE IS ANOTHER METHODOLOGY OR APPROACH TO DOING THAT.

WE HAVE ANOTHER CONVERSATION LATER TODAY ON SIDEWALKS, WHICH ADDS A DIFFERENT DYNAMIC.

I THINK TO ANSWER THE QUESTION WE HAVE TO COMPLETE THE CONVERSATION TODAY BUT WHAT I CAN DO IS BRING THE CONVERSATION BACK TO COUNCIL IN TERMS OF WHAT STAFF RECOMMENDS IN TERMS OF MOVING THE BALL FORWARD AND MAINTAINING THAT PCI WHICH IS IMPORTANT.

>> MAYOR KNUDSON: COUNCILOR EVANS AND THEN UNLESS COUNCILOR ZELENKA YOU HAVE A SECOND ROUND IF YOU WOULD LIKE IT.

BUT WE WILL NEED TO MOVE ON TO THE SECOND AGENDA ITEM.

>> EVANS: THANKS, TWO THINGS QUICKLY.

CAN WE GET A MORE READABLE VERSION OF SLIDES 10 AND 11?

I AM A SENIOR CITIZEN.

MY VISION IS CONTINUALLY REDUCING AND WITH GLASSES, I CAN'T READ THIS THING.

I THINK THOSE ARE TWO OF THE KEY SLIDES IN THIS PRESENTATION THAT WILL HELP ALL OF US KEEP TRACK OF WHAT IS GOING ON.

IF WE CAN GET THAT, I THINK THAT WOULD BE VERY HELPFUL.

THE OTHER THING IS AND I AM NOTICING AS I AM DRIVING THROUGH THE NEIGHBORHOOD, THE COMMUNITY, SOME REPAIR WORK BEING DONE AT ROOSEVELT AND BETHEL DRIVE.

CAN YOU UPDATE US ON WHAT IS GOING ON WITH BETHEL DRIVE, THAT IS ONE OF THE MOST, HAVE BEEN ONE OF THE MOST NEGLECTED AREAS IN TERMS OF STREET REPAIR, STREET IMPROVEMENT AND THE ADJOINING RESIDENTIAL STREETS FLOWING INTO THAT, THAT STREET AND THE STRANGE DEAL WHERE WE HAVE BASICALLY AN INDUSTRIAL AREA ON THE NORTH SIDE OF BETHEL DRIVE THAT FLOWS INTO THE

RESIDENTIAL STREETS NEXT TO THAT END I HAVE KNOWN FOR YEARS THAT THOSE STREETS NEED SIGNIFICANT IMPROVEMENT IN TERMS OF DRAINAGE, PUTTING IN SIDEWALKS AND OTHER PIECES AND WE WILL TALK ABOUT SIDEWALKS IN A MINUTE.

>> I AM HAPPY TO TALK ABOUT THE WORK ON BETHEL DRIVE, BETHEL DRIVE WAS INCLUDED IN THE BOND MEASURE, IT IS THE SECOND STREET IN THE BOND VENTURE WE HAVE COMPLETED THAT IS AN UNIMPROVED STREET, THAT IS ANOTHER ASPECT OF THE 2022 BOND MEASURE THAT IS DIFFERENT. THIS IS THE FIRST TIME UNIMPROVED STREET, STREETS THAT DON'T HAVE STANDARD CURB, GUTTER ARE ELIGIBLE FOR BOND DOLLARS. THE FIRST WAS A LOCAL STREET THAT WE COMPLETED AS THE PRE- YEAR ZERO WORK AND BETHEL IS THE SECOND.

THAT ROAD IS BEING REHABILITATED TO.

WHAT THEY ARE DOING IS AN IN PLACE RECYCLING WHERE WE TAKE IT AND IT IS A BIG ROTOTILLER AND ROTOTILLED UP THE EXISTING SURFACE AND COMPACTS DOWN AND WE PUT A NEW TOP SURFACE ON.

SO THAT IS UNDERWAY RIGHT NOW.

AND PART OF THE PROJECT AS WE ARE BUILDING ADJACENT TO THAT ENLARGED SECTION AND MULTIUSE PATH.

THAT IS THE PROJECT THAT IS HAPPENING NOW, IT IS BOND FUNDED AND ALSO IN THAT AREA PARKS AND OPEN SPACE HAS AN ONGOING PROJECT TO START THE DESIGN BUT THE WORK ON BETHEL IS WHOLLY BOND FUNDED.

>> CLARK: DOES THAT INCLUDE DRAINAGE?

>> WE ARE NOT ADDING CURB AND GUTTER. WE ARE NOT ADDING FORMAL CURB GUTTER CURB SIDEWALK.

THAT, THEY ARE ADDRESSING WHERE THE ROAD DRAINS, THAT IS NOT A STORMWATER SYSTEM ON THE ROADWAY BUT PART OF THE DESIGN AND HOW DOES IT DRAIN, WHERE DOES AGO, HOW CAN WE MAKE SURE WE ARE KEEPING THE SAME OR MAKING IT BETTER AS PART OF THE

PROJECT BUT WE ARE NOT ADDING A FULL UNDERGROUND PIPING SYSTEM TO IT.

>> MAYOR KNUDSON: THANK YOU COUNCIL AND STAFF.

KATIE, I WILL OFFER TWO POINTS TO LOOK FORWARD TO THE CONTINUED UPDATE ON PROGRESS WITH THIS BOND.

ONE IS HIGHLIGHTING THE SPEED NOTIFICATION SIGNS AND IN SOME CASES WE ARE WORKING ON PROJECTS THAT ARE EXTRAORDINARY IN SCALE LOOKING AT THE IMPROVEMENTS AND PLANNING THAT WILL FEED INTO CONTINUED IMPROVEMENTS ALONG HIGHWAY 99 AND RIVER ROAD.

IN THOSE AREAS WHAT YOU HAVE MENTIONED ABOUT SPEED NOTIFICATION SIGNS, IN PLACES WHERE WE KNOW WE HAVE A NUMBER OF PEOPLE TRYING TO SAFELY CROSS THE STREET, A STREET CONDITION GOING TO TAKE MULTIPLE YEARS IN ORDER TO CONSTRUCT THE FINAL INFRASTRUCTURE AND FULL INFRASTRUCTURE NEEDED TO MEET OUR CONTEMPORARY NEEDS, THOSE ARE GREAT STRATEGIES AND I WANT TO APPRECIATE TO THE TEAM AS I HAVE TALKED WITH OTHERS IN TRANSPORTATION OF PUBLIC WORKS ABOUT HOW WE CAN MAKE INTERIM ACTIONS TO BE ABLE TO INCREASE SAFETY, THAT IS IMPORTANT WHEN WE TALK ABOUT MULTIYEAR PROJECTS AND INVESTMENTS. THE OTHER PROJECT I WOULD BE REMISS NOT TO MENTION HIS APPRECIATION FOR HOW NIMBLE AND CREATIVE THE TEAM HAS BEEN TO ACCOMPLISH THE PATTERSON PROJECT WITHIN SUCH AN EXTRAORDINARY TIMEFRAME SINCE WE WERE TALKING ABOUT SPEED AND THE ABILITY TO DELIVER ON COMMUNITY NEEDS, SAFETY NEEDS, IMPROVE THE CONTEXT FOR ALL MODES, DRIVERS, PEOPLE USING THE BUS, PEOPLE WALKING, RIDING BIKES, THE STRETCH FROM 18, 19, PATTERSON, DOWN TO NEAR 24TH, ALREADY EVEN UNDER CONSTRUCTION IT IS A SIGNIFICANT IMPROVEMENT EVEN WITH IT BEING IN CONSTRUCTION.

IN TERMS OF CLARITY FOR WHERE PEOPLE SHOULD BE IN THEIR VEHICLES AND THE SPEEDS PEOPLE SHOULD TRAVEL NEXT TO SCHOOLS, BUSINESSES, PLACES WHERE WE WANT PEOPLE TO BE WALKING IN THEIR NEIGHBORHOOD SAFELY.

JUST WANT TO APPRECIATE THE TEAM FOR HOW FLEXIBLE THEY WERE IN SEEING THAT OPPORTUNITY AND ITS ALIGNMENT WITH COUNSEL'S VISION FOR A SAFE AND SUSTAINABLE AND THRIVING COMMUNITY BUT

ALSO IN THE EXTRAORDINARY AMOUNT OF ENERGY FROM THE COMMUNITY AND ADVOCACY TO SEE US MOVE MORE QUICKLY FOR SAFETY PROJECTS.

THAT IS AN AREA WHERE I THINK THE DIVERSIFICATION OF THE BOND FUNDING WE HEAR FROM PEOPLE IN OUR COMMUNITY ABOUT THE IMPORTANCE OF SAFE PEDESTRIAN CROSSINGS OF SAFE SIDEWALKS, SAFE BICYCLE INFRASTRUCTURE FOR PEOPLE TO USE, THOSE ARE IMPORTANT PARTS OF OUR TRANSPORTATION NETWORK.

WE HAVE TO PLAN FOR THE REMAINDER OF THE 21ST CENTURY WITH THESE INVESTMENTS.

WITH THAT, WE ARE CONCLUDED WITH OUR FIRST AGENDA ITEM. THANK YOU.

WE WILL MOVE TO THE SECOND ITEM FOR TODAY, RELATED TOPIC, I WILL TURN TO THE CITY MANAGER TO INTRODUCE A WORK SESSION ON SIDEWALK REPAIR AND THE PROGRAM UPDATE.

>> THANK YOU, AT THIS WORK SESSION STAFF WILL PROVIDE AN UPDATE ON THE CITY SIDEWALK REPAIR PROGRAM.

INCLUDING PROGRESS ON RECENT INITIATIVES FOR INCREASING SIDEWALK REPAIR AND CONSTRUCTION IN THE COMMUNITY.

LIKE MANY U.S. CITIES, CITY CODES REQUIRE PROPERTIES OWNERS TO FIX ANYTHING ADJACENT TO THEIR PROPERTY.

AND REPAIR BROKEN SIDEWALKS AND CURBS HAVE ENCOURAGED THE CITY TO TAKE A PROACTIVE APPROACH TO SIDEWALK REPAIR AND PROVIDE A SAFE PEDESTRIAN SYSTEM. DEVELOPING STRATEGIES TO ADDRESS THE NEED FOR SIDEWALK MAINTENANCE AND INFILL ACROSS EUGENE IS ONE OF THE POTENTIAL TRANSPORTATION AND INFRASTRUCTURE TACTICS IDENTIFIED IN THE 26, 28 STRATEGIC PLAN UPDATE. WITH THAT I WILL TURN IT OVER TO STAFF.

>> THANK VERY MUCH. I WILL TALK ABOUT SIDEWALKS.

MY NAME IS JODY, A SENIOR TRANSPORTATION PLANNER WITH PUBLIC WORKS ENGINEERING AND I AM JOINED BY KATIE MOORE WHAT'S.

WE WILL RUN THROUGH SOME BACKGROUND ON OUR SIDEWALK POLICIES. PROVIDING UPDATES ON CURRENT PROGRAMS AND RECENT INITIATIVES AND TALK ABOUT OUR NEXT STEPS TODAY.

FIRST, WE WILL BEGIN WITH A LITTLE BIT, WHY ARE WE TALKING ABOUT SIDEWALKS.

SIDEWALKS ARE AN ESSENTIAL PART OF THE CITY TRANSPORTATION NETWORK.

THEY ENABLE PEOPLE OF ALL AGES AND ABILITIES TO GET WHERE THEY NEED TO GO SAFELY THROUGHOUT THEIR DAY.

THEY ARE OF PARTICULAR IMPORTANCE TO PEOPLE WHO CANNOT AND DO NOT DRIVE.

ESPECIALLY PEOPLE WITH DISABILITIES, SENIORS, YOUTH.

EUGENE HAS 700 MILES OF EXISTING SIDEWALKS.

LIKE MANY ELEMENTS OF OUR TRANSPORTATION SYSTEM, ONGOING MAINTENANCE IS NOT FUNDED.

UNLIKE THE ELEMENTS, STREETS AND BRIDGES, IT IS NOT THE CITY BUT PROPERTY OWNERS WHO ARE EXPECTED TO REPAIR SIDEWALKS UNDER CITY CODE, EVEN WHEN THERE IS A CITY STREET INVOLVED. SIDEWALK REPAIRS CAN RUN UPWARDS OF THOUSANDS OF DOLLARS MAKING THEM UNAFFORDABLE FOR MANY PROPERTY OWNERS.

THAT IS ALL TO SAY SIDEWALKS ARE UNIQUE WHEN IT COMES TO TRANSPORTATION INFRASTRUCTURE.

THAT IS WHY WE ARE HERE ON THIS TOPIC.

COMMUNITY ADVOCATES HAVE BEEN ASKING THE CITY TO TAKE A PROACTIVE APPROACH.

WE HAVE SEEN SEVERAL U.S. CITIES THAT HAVE BEEN FOUND LIABLE UNDER ADA TITLE II FOR ACCESSIBILITY AND SIDEWALK PROGRAMS.

COMING UP WITH A STRATEGY TO ADDRESS SIDEWALK INFILL AND MAINTENANCE IS SOMETHING, A TACTIC WE ARE LOOKING AT IN THE STRATEGIC PLAN FOR THE NEXT TWO YEARS.

TODAY'S PRESENTATION WILL PROVIDE A STATUS UPDATE ON OUR SIDEWALK REPAIR PROGRAM. FRAMING THE ISSUES AND PROVIDING UPDATES AS WE GEAR UP TO EXPLORE THAT FURTHER.

FIRST, I WILL START WITH BACKGROUND ABOUT OUR SIDEWALK POLICIES.

IN ADDITION TO HAVING 700 MILES OF EXISTING SIDEWALKS WE ARE MISSING MILES OF SIDEWALKS DUE TO PREVIOUS DEVELOPMENT PATTERNS.

WE MAKE PROGRESS EACH YEAR FILLING THOSE GAPS THROUGH SIDEWALK INFILL PROJECTS AND MANY ARE IDENTIFIED IN OUR 20-YEAR TRANSPORTATION SYSTEM PLAN.

WE PRIORITIZE BASED ON THINGS LIKE SAFETY, EQUITY, PROXIMITY TO THINGS LIKE SCHOOLS AND TRANSIT.

OUR CITY LEAD PROJECT IS FUNDED BY A VARIETY OF SOURCES INCLUDING THE STREET BOND AND STATE FUNDS AND APPLYING FOR GRANTS LIKE SAFE ROUTES TO SCHOOL.

IN THE MOST RECENT WE DID ALLOCATE $5 MILLION TO WALKING PROJECTS AND TO BUILD SIDEWALKS, NOT GOING TO THE REPAIR OF EXISTING.

MANY PEOPLE ARE SURPRISED TO LEARN PROPERTY OWNERS ARE RESPONSIBLE FOR THE SIDEWALKS ADJACENT TO THE PROPERTY.

UNDER OUR CURRENT CITY CODE. THIS IS THE MOST COMMON POLICY FRAMEWORK IN THE UNITED STATES AND IN OREGON.

THE CITY WORKS WITH PROPERTY OWNERS TO ENSURE SIDEWALKS ARE UP TO STANDARD AND THAT IS MOSTLY LED BY OUR PUBLIC WORKS MAINTENANCE DIVISION.

BRIEFLY RUNNING THROUGH SOME OF -- THE FLOWCHART OF THE PROCESS THE PUBLIC WORKS MAINTENANCE IS MANAGING. STARTS WITH -- THANK YOU.

STARTS WITH COMMUNITY MEMBERS, STAFF, REPORTING HAZARDS TO PUBLIC WORKS MAINTENANCE, THAT CAN BE DONE OVER THE PHONE AND ONLINE.

STAFF VISIT THE SITE TO INSPECT THE SIDEWALK.

IF DEFICIENCIES ARE FOUND, WE NOTIFY THE ADJACENT PROPERTY OWNERS VIA LETTER.

THE INSPECTOR CAN PROVIDE OPTIONS ON REPAIR AND PROPERTY OWNERS HAVE THREE OPTIONS, THEY CAN UPTURN A PERMIT TO DO THE WORK, HIRE A LICENSED CONTRACTOR TO DO THE REPAIRS.

OR HIGHER THE CITY AND REIMBURSE US FOR THE WORK.

WORK MUST BE COMPLETED IN A TIMELY MANNER.

20 DAYS AND THE CITY MAY OPT TO DO THE REPAIR AND SEND A BILL, IF WORK IS NOT TAKEN.

SORRY ABOUT THE SLIDES. WE ARE GETTING HELP.

>> WE HAVE LOST AUDIO ONLINE.

>> MAYOR KNUDSON: WE ARE JUST RECONNECTING A NEW LAPTOP.

GRAPHICS ARE BACK ON SCREEN, THANK YOU.

>> WE ARE BACK.

LET'S SEE.

WHAT DOES THE SCALE OF THE SIDEWALK REPAIR NEED?

WE DON'T HAVE SIDEWALK CONDITION INDEX LIKE WE HAVE FOR THE STREETS. WE DON'T HAVE A CITYWIDE INVENTORY.

OF OUR SIDEWALK QUALITY BUT WE HAVE SEVERAL SAMPLES.

I AM GOING TO SHARE THE COLLECTIVE BY OUR PARTNERS, SOME RESULTS FROM THE CLASS THAT DEVELOPED THEIR OWN SIDEWALK DATA COLLECTION APP SHOWN AT THE SCREENSHOT ON THE LEFT AND THEY FOUND OUT FROM THE UNIVERSITY OF OREGON TO COLLECT DATA ON SIDEWALK CONDITIONS.

THANK YOU TO PROFESSOR ANN BROWN AND HER STUDENTS FOR DESIGNING AND SHARING FINDINGS.

THEY MEASURED VARIOUS ELEMENTS OF SIDEWALK CONDITIONS THAT ARE PART OF THE ACCESSIBILITY REQUIREMENTS INCLUDING HEIGHT INFERENCES, RUNNING SLOPE, PASSAGE AND OBSTRUCTIONS, CROSS SLOPE AND THE SURFACE CONDITION ITSELF.

FANNING OUT ON FOOT THEY COLLECTED ALMOST 14,000 OBSERVATIONS, SOMETIMES MORE THAN ONE OBSERVATION PER PAPER, THEY LOOKED AT 20 ACRES OF SIDEWALK.

IN THIS STUDY AREA HERE.

WHAT THEY FOUND IN TERMS OF THE SURFACE CONDITIONS, 43% WERE IN MODERATE CONDITION. ANOTHER 45% WERE IN GOOD OR VERY GOOD CONDITION AND 14% WERE CRITICAL OR POOR SHOWN BY THE RED AND ORANGE DOTS AT THE MAP.

IN TERMS OF UPLIFT OR HEIGHT DIFFERENCES THAT CAN BE A TRIPPING HAZARD OR STOP A WHEELCHAIR IN ITS TRACKS, OF THE OBSERVATIONS IN THE STUDY AREA, ALMOST 40% WERE ABOVE QUARTER INCH, NOT NEEDING THE A/D THRESHOLD.

SHOWN IN THE MAP IN RED.

I AM GOING TO GIVE KATIE A TURN.

>> I AM GOING TO TALK ABOUT UPDATES ON THE CURRENT PROGRAMS WE HAVE.

SO JODY AND I WORK IN PUBLIC WORKS ENGINEERING BUT I WANT TO BE CLEAR WHEN WE TALK ABOUT SIDEWALKS AND WORKING AROUND THE COMPLICATED ISSUE OF SIDEWALKS WE ARE NOT DOING IT IN A VACUUM.

WE HAVE PARTNERS ACROSS THE ORGANIZATION WHERE WE COME TOGETHER AND SAY HOW DO WE ADDRESS THIS AND WHAT DOES IT LOOK LIKE MOVING FORWARD.

ONE OF THOSE VALUABLE PARTNERS TO US IS URBAN FORESTRY STAFF.

SO URBAN FORESTRY PROVIDES STAFF AND PROGRAM RESOURCES DURING SIDEWALK REPAIRS WHEN ANY TIME STREET TREE ROOTS ARE INVOLVED.

TREE ROOT IMPACTS ARE MITIGATED WHEN IT IS POSSIBLE.

REMOVALS ARE ONLY USED WHEN ALTERNATIVE OPTIONS ARE UNAVAILABLE.

AS THE CITY UNDERTAKES MORE SIDEWALK REPAIR, URBAN FORESTRY STAFF ARE INCREASINGLY INVOLVED PROVIDING STAFF TIME AND RESOURCES.

AS NEEDED.

THEY ESTIMATE ONE THIRD OF THE FULL-TIME FTE REQUIRED TO MEET THE CURRENT DEMAND.

THAT EQUATES TO 600 HOURS OF URBAN FORESTRY STAFF TIME IN 2025 TO SUPPORT THE SIDEWALK REPAIR NEEDS.

PUBLIC WORKS MAINTENANCE MANAGES THE SIDEWALK INSPECTION REPAIR PROGRAM.

WHAT THAT LOOKS LIKE IS UNITY MEMBERS REPORT BROKEN SIDEWALKS TO PUBLIC WORKS MAINTENANCE BY SUBMITTING A REQUEST FOR SERVICE.

THE SIDEWALK INSPECTOR WHO IS HOUSED AT A LOOK WORKS RESPONSE TO EVERY REQUEST WITH A SITE VISIT.

LAST YEAR THEY FOUND DEFICIENCIES AND SENT LETTERS TO 280 PROPERTY OWNERS.

DETAILING THEIR OPTIONS.

OF THAT NUMBER 71 OF THE PROPERTY OWNERS HIRED THE CITY TO COMPLETE THOSE REPAIRS.

ONE OF THE BIG BENEFITS OF WORKING WITH THE CITY CREWS TO DO THAT, WE COORDINATE WITH URBAN FORESTRY, GET THE PERMITS, IT IS A ONE-STOP SHOP.

FOR PROPERTY OWNERS.

ANOTHER PIECE OF THE PUBLIC WORKS MAINTENANCE PROGRAM IS THEY HAVE A LOW-INCOME SUBSIDY.

THIS IS A SMALL SUBSIDY FOR LOW INCOME PROPERTY OWNERS WHO HIRE THE CITY TO COMPLETE THE SIDEWALK REPAIRS.

CURRENTLY THAT COVERS THE BASE RATE MOBILIZATION COST.

OF THE WORK AND THAT COMES OUT TO ABOUT $1800, SIGNIFICANT.

IN 25, THERE WAS TO THE PROPERTY OWNERS THAT TOOK ADVANTAGE OF THE PROGRAM.

ANOTHER PIECE OF THE PROGRAM, THEY HAD A TWO-YEAR PILOT THEY LAUNCHED IN 2024 TO DO GRINDING.

THEY FOCUSED ON RIGHT-OF-WAY LOCATIONS, A BUDDY CITY OF EUGENE PROPERTY.

THE PILOT STARTED WITH INSPECTION OF SIDEWALKS ADJACENT TO 13 PARKS.

THEY DID 250 INDIVIDUAL GRINDS THAT WERE COMPLETED AS PART OF THE PILOT.

THE GOALS OF THE PILOT WERE TO ELIMINATE UNEVEN GRADES, UNEVEN EDGES FROM TREE ROOTS OR EXPANDING AND CONTRACTING SOIL.

GRINDING IS A COST-EFFECTIVE WAY FOR MOVING TRIP HAZARDS AND EXTENDING THE LIFE OF A PIECE OF PATH OR SIDEWALK.

LAST YEAR PUBLIC WORKS MAINTENANCE CONCLUDED THE SIDEWALK WRITING PROGRAM.

THE LAST PIECE I WILL TALK ABOUT IS A NEW PILOT IN PUBLIC WORKS ENGINEERING.

LAST YEAR IN PW E WE LAUNCHED A THREE-YEAR SIDEWALK PILOT BEGINNING IN 2025 WHERE WE OFFERED PROPERTY OWNERS ADJACENT TO PAVING PROJECTS THE OPTION OF REPAIRING THE SIDEWALK AS PART OF THE EXISTING PROJECT.

THE BENEFIT OF BUNDLING THE REPAIR WITH AN ONGOING PROJECT IS THERE IS A BENEFIT TO THE PROPERTY OWNER INEFFICIENCY AND SAVINGS.

IN THE FIRST-YEAR PROPERTY OWNERS SAW IN THE AVERAGE COST SAVINGS OF $1400.

COMPARED TO THE RATES ESTABLISHED BY ADMIN ORDER FOR PUBLIC WORKS MAINTENANCE BY TAKING ADVANTAGE.

THE PILOT HELPED THE CITY DELIVER 21 ADDITIONAL SIDEWALK REPAIRS.

THAT IS ON TOP OF THE 71 THAT WERE COMPLETED BY MAINTENANCE.

HELPING US INCREASE THE NUMBER OF PLACES WHERE WE ARE TRYING TO MOVE THE DIAL IN TERMS OF SIDEWALK CONDITION.

WATCHING THE PILOT HAS BEEN AN EFFECTIVE WAY OF EDUCATING PROPERTY OWNERS ABOUT THEIR RESPONSE ABILITIES, MANY PEOPLE HAVE CALLED AND ASKED ABOUT ELIGIBILITY FOR THE PROGRAM.

WE HAVE BEEN ABLE TO PROVIDE INFORMATION AND GIVE OPTIONS OF HOW THEY CAN GO ABOUT HAVING THEIR SIDEWALKS REPAIRED.

MOVING FORWARD WE PLAN ON EXPANDING THE PROGRAM.

TO OFFER PROPERTY OWNERS REPAIR AND POTENTIALLY INFILL, NOT ONLY ON THE PAVING STREETS BUT THE STREETS ADJACENT.

AND THE UPCOMING EXAMPLE IS THE PAVING PROJECT SCHEDULED FOR CHAMBERS STREET, 13, 18, THE PROPERTY OWNERS TO THE WEST OF THAT AND THE FIRST COUPLE STREETS WILL HAVE THE OPPORTUNITY TO HAVE THEIR SIDEWALKS REPAIRED.

>> THANKS, KATIE. WE ARE GOING TO CONCLUDE WITH NEXT STEPS BEFORE WE OPEN IT UP FOR DISCUSSION AND QUESTIONS.

WHAT DOES THIS MEAN AND WHAT ARE WE DOING NEXT?

I WANT TO SHARE A WORKING GROUP OF URBAN FORESTRY, PUBLIC WORKS MAINTENANCE AND ENGINEERING STAFF HAVE BEEN MEETING TO COORDINATE AND BRAINSTORM DIFFERENT WAYS WE CAN INCREASE SIDEWALK REPAIR IN OUR COMMUNITIES WITH OUR EXISTING RESOURCES.

A PLANNING TEAM HAS BEEN RESEARCHING WHAT IS WORKING IN OTHER CITIES.

SOME OF THE NEXT STEPS WE HAVE IDENTIFIED WE ARE GOING TO CONTINUE TO OFFER THE PUBLIC WORKS ENGINEERING SIDEWALK REPAIR PILOT THAT KATIE MENTIONED THREE 2027.

THE NEXT THING TO MENTION, THE SIDEWALK PROGRAM IS ONE OF MANY TRANSPORTATION ELEMENTS IN THE TRANSPORTATION SYSTEM THAT IS BEING REVIEWED BY STAFF AS PART OF THE SERVICES REVIEW.

RESULTS FROM THE REVIEW ARE GOING TO BE HELPFUL FOR STAFF TO UNDERSTAND THE CONTEXT AND ADVANCE ANY POTENTIAL OPTIONS FOR MOVING FORWARD.

AS JENNY MENTIONED, ONE OF THE TACTICS IDENTIFIED IN THE CITY'S UPDATED STRATEGIC PLAN UNDER TRANSPORTATION AND

INFRASTRUCTURE IS DEVELOPING THE SIDEWALK STRATEGY BOTH FOR MAINTENANCE AND SIDEWALK INFILL.

ANOTHER PROJECT WILL BE LAUNCHING NEXT YEAR, AN UPDATE TO THE 20-YEAR TRANSPORTATION SYSTEM PLAN.

I MENTIONED IS WHERE WE LIST OUR PRIORITIZED SIDEWALK INFILL PROJECTS.

NEXT YEAR WE WILL HAVE THE OPPORTUNITY TO CROSS PROJECTS OFF THE LIST THAT ARE COMPLETED ADDING NEW PROJECTS AND NEW FOR THE UPDATE WILL BE INCLUSION OF SIDEWALK CONDITION ASSESSMENT AS PART OF OUR EXISTING CONDITIONS AND NEEDS ASSESSMENT.

TAKEN ALTOGETHER THE ASSESSMENTS AND PLANS ARE GOING TO BE SETTING US UP WELL TO BETTER CONSIDER NEW MODELS AND POTENTIALLY NEW FUNDING OPTIONS FOR THE SIDEWALK PROGRAMS.

GOING FORWARD, IT MIGHT BE SOMETHING WE NEED TO COME BACK AND HAVE OUR DISCUSSION ABOUT AT SOME POINT IN THE FUTURE BUT FOR NOW WE WILL OPEN IT UP TO COUNCIL TO DISCUSSION.

>> MAYOR KNUDSON: THANK YOU FOR THE PRESENTATION.

AND COUNCILOR GROVES, COUNCILOR KASHINSKY, COUNCILOR ZELENKA AND BEFORE TURNING TO COUNCILOR KEATING, A LOT OF APPRECIATION FOR THE WORK OUR STAFF, TRANSPORTATION AND PUBLIC WORKS AND ENGINEERING TEAMS HAVE BEEN DOING ON THIS FRONT.

OVER THIS LAST 18 MONTHS ESPECIALLY.

THE BAR CHART YOU SHOWED TO ME WHILE IT IS NOT THE UNITS DESCRIBED AND SIDEWALK REPAIR PROJECTS BY CITY THE PUBLIC WORKS ENGINEERING, SITE 17, THIS IS A GREAT EXAMPLE.

OF WHAT WE CAN ACCOMPLISH IN OUR COMMUNITY WITH THE ALIGNMENT OF STAFF EXPERTISE AND INTERDISCIPLINARY EXPERTISE COMBINED WITH ADVOCACY, ENGAGEMENT OF OUR COMMUNITY AND IN PRODUCTIVE WAYS.

I WANT TO TAKE A MOMENT TO APPRECIATE THE EFFORT AND TIME THAT HAS BEEN DEDICATED AND THE FACT THAT BY BRINGING TOGETHER EXPERTS FROM ENGINEERING AND PUBLIC WORKS, URBAN FORESTRY, PERSPECTIVES WE ARE NOT LOOKING FOR SINGLE OUTCOMES THAT

RESOLVE A PROBLEM AS OBSERVED BY ONE PERSON BUT OUTCOMES THAT MAINTAIN THE URBAN FOREST CANOPY, MAINTAIN MATURE TREES, STREETS THAT IS IMPORTANT TO LIVABILITY AND TRANSPORTATION AND CLIMATE GOALS BUT ADDRESSING ACCESSIBILITY AND CONTINUING THE CONVERSATION IN THE TIMELINE OR THE STEPS YOU HAVE LAID OUT FOR US IS INCREDIBLY IMPORTANT BECAUSE SO MANY OF THE EFFORTS AND PRESENTATIONS THAT COME TO THE BODY AROUND COMMUNITY DEVELOPMENT, CLAIMANT WORK, ECONOMIC DEVELOPMENT, EQUITY, ACCESSIBILITY, LIVABILITY, COME BACK TO THE FACT THAT AT SOME POINT EVERYBODY'S FEET OR WHEELS NEED TO TOUCH THE GROUND AND AT SOME POINT WE NEED FOR THE SERVICE TO ALLOW THEM TO GET WHERE THEY NEED TO GO IN A SAFE AND SWIFT MANNER AS POSSIBLE.

JUST WANTED TO SAY A LOT OF APPRECIATION FOR THE TEAM AND ENERGY AND CREATIVITY THAT HAS BEEN BROUGHT TO THE WORK.

COUNCILOR KASHINSKY, COUNCILOR GROVES, COUNCILOR EVANS.

>> KEATING: APPRECIATE THE FRAMING, I APPRECIATE GREATLY THE WORK AND ATTENTION TO DETAIL.

I RECOGNIZE IT IS ALARMING THERE IS NO SIDEWALK CONDITION INDEX.

THERE IS NO CITYWIDE DATA ON SIDEWALK QUALITY.

I APPRECIATE THE PARTNERSHIP WITH THE UNIVERSITY OF OREGON COVERING MOSTLY TWO WORDS.

WARDS ONE AND THREE AS I UNDERSTAND IT, DOWNTOWN AND THE AREA AROUND THE UNIVERSITY.

IT IS ALARMING TO LEARN 40% OF THE SIDEWALKS IN THAT STUDY ARE NOT ADA ACCESSIBLE. IS THAT ACCURATE?

>> 40% OF THE UPLIFTS WERE NOT ACCESSIBLE. THAT IS SIMILAR.

>> KEATING: I HAVE CONCERNS UNDER TITLE II, WHERE ARTICULATED WE ARE IN A POSITION WHERE WE MIGHT BE LIABLE. MY QUESTION STARTS WITH WHAT IS IT GOING TO TAKE TO GET US TO A POINT WHERE IN OUR SIDEWALK MAINTENANCE PROGRAM IS COMPREHENSIVE, EQUITABLE, SUSTAINABLE AND WHAT FUNDING OPTIONS DO YOU PREDICT BASED ON BEST PRACTICES YOU SEE IN OTHER CITIES THAT COUNCIL MIGHT EXPLORE?

>> I CAN SPEAK TO THAT A LITTLE BIT AND SAY WE HAVE FOUND THERE IS A LOT OF ENERGY AROUND SIDEWALKS AS THERE SHOULD BE.

EVERY TIME WE HAVE ONE OF THESE DISCUSSIONS THERE ARE NEW IDEAS BROUGHT TO THE TABLE.

WHEN WE TALK WITH OTHER STAFF THERE IS NEW IDEAS. WE TALKED ABOUT WHAT KIND OF THE FUTURE OF COUNCIL PRESENTATION, DISCUSSIONS, WHAT IT MAY LOOK LIKE AND I WOULD BET THE COUNCIL HAS GREAT IDEAS.

IT IS HARD TO, WE HAVE NOT PINPOINTED, THERE IS NO ONE MAGIC BUTTON SOLUTION.

THERE IS A LOT OF GOOD IDEAS WE HAVE TO EXPLORE BUT THERE IS A LOT OF OPTIONS SO RIGHT NOW WHAT WE ARE TRYING TO DO IS PUT TOGETHER THE FRAMEWORK IN THE FOUNDATION OF LET'S MAKE SURE WHAT ARE THE NEEDS OF THE TRANSPORTATION, THE SYSTEM AS A WHOLE, AND THAT CAN HELP LEAD US TOWARDS WHAT IS A PROGRAM BUT I DON'T THINK WE ARE IN A PLACE YET WE CAN SAY THIS IS SOMETHING WE ARE RECOMMENDING, THERE WERE A LOT OF GOOD IDEAS AND OPTIONS.

>> KEATING: I LIKE HEARING THERE IS COLLABORATION.

WITH WHAT LIMITED RESOURCES WE HAVE. DO YOU HAVE AN IDEA OF WHAT RESOURCES ARE NEEDED AND EXPANDING THE COLLABORATION PERHAPS BEYOND THE UNIVERSITY BUT UTILIZING THE ENERGY AND SKILL SET OF OUR NEIGHBORHOOD ASSOCIATIONS WHO ARE EMBEDDED IN OUR COMMUNITIES AND SOME NEIGHBORHOOD ASSOCIATIONS ENGAGING IN SIDEWALK REPAIR OR LIVABILITY PIECES ALREADY, A FOLLOW-UP TO THAT.

>> WHEN WE TALK ABOUT RESOURCES I THINK THE STAFF LEVEL, RESOURCES IS MONEY, RESOURCES IS ALSO PEOPLE.

AS WE ARE DOING THE WORK ACROSS THE ORG TO TRY TO ADDRESS OR MAKE A PLAN FORWARD IT IS NOT JUST MONEY RESOURCES, IT IS PEOPLE RESOURCES.

IT IS CAPACITY, CAPACITY WITHIN MAINTENANCE AND THE CURRENT PROGRAMS, CAPACITY WITHIN URBAN FORESTRY, CAPACITY WITH

ENGINEERING OF WHO DELIVERS A PROJECT, CAPACITY AND ENFORCEMENT.

WE TALK ABOUT RESOURCES, IT IS LOTS OF, I WANT TO MAKE SURE WE KNOW IT IS NOT JUST MONEY, WE KNOW THAT EVERYBODY, LOTS OF PROGRAMS SAY THEY NEED MORE MONEY BUT IT IS THE PEOPLE AND CAPACITY AS WELL. THAT IS AN IMPORTANT RESOURCE WE NEED TO MAKE SURE WE HAVE BALANCED OUT AND THAT IS PART OF THE WORK WE ARE DOING RIGHT NOW AS WE INCREMENTALLY GROW SOME OF THE PILOTS TO MAKE SURE WE ARE DOING THAT IN A THOUGHTFUL WAY.

WE ARE NOT OVERSTRETCHING PARTNERS IN OUR CAPACITY OR FOR EXAMPLE WITH URBAN FORESTRY, WE HAVE HAD SOME OF THOSE DISCUSSIONS TO SAY HOW FAR CAN WE PUSH THIS BEFORE WE HAVE GONE TOO FAR WITH EXISTING RESOURCES.

TO CIRCLE BACK I THINK RESOURCES AS PEOPLE AND MONEY.

TO EXPAND A PROGRAM OR CREATE A ROBUST PROGRAM WOULD MEAN BOTH.

>> KEATING: THANK YOU, A CONSTITUENT INVESTED $5000 WORTH OF REPAIR WORK HIRING THE CITY TO DO THE SIDEWALK REPAIR.

SHE HAS NOTHING BUT GOOD THINGS TO SAY ABOUT THE CITY WORK AND PROFESSIONALISM AND RECOGNIZE THE DOLLARS SHE SAVED BY GOING WITH THE CITY RATHER THAN A PRIVATE FOR-PROFIT VENDOR.

WHEN THE CITY DOES THIS TYPE OF WORK, ARE WE CHARGING ENOUGH WE ARE NOT LIMITED INTO HOW MANY WE TAKE?

>> AND YOU SAY THAT AGAIN, THE LAST PIECE?

>> KEATING: ARE WE CHARGING ENOUGH?

DO WE HAVE THE CAPACITY TO COMPETE?

-- LET ME ASK, I MAY HAVE A FOLLOW-UP.

>> I CAN SPEAK TO IT A LITTLE BIT AND IF I DON'T I KNOW I THINK WE HAVE A PUBLIC WORKS MAINTENANCE PERSON ONLINE.

RECENTLY WE HAVE RE-LOOKED AT THE ORDER FOR PUBLIC WORKS MAINTENANCE TO ADDRESS THE FEES.

AND MOVING TOWARDS A FULL COST RECOVERY MODEL.

THAT IS IMPORTANT AND WE NEED THAT TO BE A SUSTAINABLE PROGRAM WITHIN MAINTENANCE.

THE PEOPLE THAT WORK ON THE PROGRAM DO OTHER THINGS.

TO CONTINUE TO INCREASE IS WE NEED TO ADDRESS HOW AND WHAT THOSE -- WHAT THE PIECE OF THE PROGRAM ARE.

>> KEATING: YOU HIT THE NAIL ON THE HEAD. CHANGING, DO YOU SEE IN THE FUTURE, MY FINAL FEW SECONDS.

DO YOU SEE CHANGING THE FORMULA TO A 50-50 HALF MUNICIPALITY, HALF RESIDENT AT PERHAPS CHANGING NOT FOR NEW HOMES.

SO EVERYONE -- GRANDFATHERED IN ON THIS OLDER MODEL.

DO YOU SEE LOOKING AT US PRACTICES AROUND THE COUNTRY, ARE WE UNIQUE IN THAT WE ARE 100% OWNER OWNED RESPONSE ABILITY AND DO YOU SEE A POTENTIAL FOR A SHIFT IN THE FUTURE?

>> GOING BACK TO SOMETHING JODI SAID, WE ARE NOT UNIQUE IN THAT IT IS PROPERTY OWNER RESPONSE ABILITY.

I THINK COST-SHARING IS ONE OF THE MANY OPTIONS THAT IS OUT THERE THAT WE CAN CONSIDER IN THE FUTURE.

SOME THINGS TO CONSIDER WHEN WE DO THAT, THERE ARE A LOT OF PIECES LIKE CODE UPDATES THAT WOULD HAVE TO TAKE PLACE.

THAT IS AN OPTION, ONE OF THE OPTIONS WE HAVE TALKED ABOUT OR THAT ARE POTENTIAL IN THE FUTURE THAT WE COULD, WE COULD LOOK INTO AND DIVE IN AND TRUTH OUT TO SAY WHAT IS THIS LOOKING LIKE, WHAT ARE THE COSTS, RISKS TAKEN ON BY THE CITY AND WHAT IS THE PROCESS CODE WISE TO MAKE SURE THAT HAPPENS.

WE ARE NOT UNIQUE IN THAT WE HAVE SIDEWALKS AS A RESPONSIBILITY OF THE HOMEOWNER.

>> MAYOR KNUDSON: COUNCILOR GROVES, COUNCILOR KASHINSKY, I WILL FLAG EVERYONE WE ARE AT 1:15.

>> GROVES: THANK YOU FOR THE PRESENTATION.

I KNOW SOME WEST 11TH WAS GETTING REPAVED AND CLEANED, WHEELCHAIR ACCESS WAS PUT IN THE PROJECT, IS THAT A STANDARD PART OF OUR PROJECTS WHEN WE REBUILD THE STREET?

>> YES, IN ALL THE STREETS WE ARE DOING, WHEN WE ARE NEXT TO A SIDEWALK ACCESS RAMP WE EVALUATE AND IF IT NEEDS TO BE UPGRADED THE UPGRADE IT, THAT IS A REQUIREMENT OF THE ADA LAW WHEN WE IMPACT WE BRING IT UP TO STANDARDS.

>> GROVES: THANK YOU, THE PIECE DOES CONCERN ME, I APPRECIATE THE LINE OF QUESTIONING, I HAD THE SAME.

QUESTIONS IN MY MIND. ON SLIDE 14, THE 622 REQUESTS FOR SERVICE AND THE 280 PROPERTY OWNER NOTICES REGARDING SIDEWALK DEFICIENCY, IT IS A DISCREPANCY OF 342. I ASSUME PART OF THOSE WERE STEFAN OUT AND IT WASN'T A PROBLEM, PART MIGHT BE CITY-OWNED PROPERTY WITH THE CITY, RESPONSE ABILITY, NOT THE PRIVATE OWNER SO WE WON'T SERVE -- IS THAT CORRECT?

>> IT REPRESENTS A LOT OF DIFFERENT THINGS, IT COULD BE, IT IS A VEGETATION ENFORCEMENT, THEY DIDN'T SEE A PROBLEM, IT COULD BE ANY NUMBER OF ANY NUMBER OF THINGS.

>> GROVES: I WANT TO MAKE SURE IT DOESN'T MEAN WE DON'T HAVE ENOUGH PEOPLE TO CHECK THESE OUT?

>> THAT IS A GREAT QUESTION AND WE CAN DOUBLE CHECK THAT WITH OUR MAINTENANCE PARTNER.

JUST TO CONFIRM THAT.

>> GROVES: THAT WOULD CONCERN ME IF THERE IS A BAD, DANGEROUS PIECE AND NOBODY WENT AND LOOKED AFTER WE SERVED NOTICE THERE WAS A PROBLEM.

I THINK THAT WOULD BE SOMETHING I WOULD BE CONCERNED ABOUT.

>> WE CAN FOLLOW UP TO MAKE SURE.

>> GROVES: GREAT, THANK YOU. I AM SURE YOU DON'T HAVE THE ANSWER BUT LOOKING AT SLIDE 10 AND THE CRITICAL AND POORLY MAINTAINED SIDEWALKS, IT IS A DECENT SIZED NUMBER AS FAR AS PERCENTAGES.

DO WE HAVE COST ESTIMATES ON THAT?

SINCE WE DON'T HAVE A GRADING SYSTEM WE PROBABLY DON'T.

>> WE HAVEN'T TAKEN THAT STEP TO ESTIMATE THE COST.

NOT QUITE.

>> GROVES: IF WE GET TO THE POINT IN THE DISCUSSION WHERE WE HAVE TO DECIDE ARE WE GOING TO TRY TO CHANGE HOW WE REPAIR SIDEWALKS AND MAINTAIN SIDEWALKS AND SOMETHING THAT WOULD BE SOME KIND OF CITY PARTICIPATION, IT WOULD BE HELPFUL TO UNDERSTAND THE BACKLOG LIKE WE NOW WITH OUR STREETS.

I THINK THAT HAS BEEN A USEFUL TOOL WHEN WE TALK ABOUT STREET BONDS AND HOW WE ARE GOING TO ALLOCATE THE FUNDING.

JUST SOMETHING TO PUT IN THE BACK OF YOUR MIND.

THANK YOU.

>> MAYOR KNUDSON: WE HAVE 10 MINUTES LEFT AND WITH SOME QUICK MATH, FOR COUNCILORS REMAINING.

IF THERE IS A MOTION TO EXTEND BY 10 MINUTES I THINK THAT WOULD ALLOW US TO GET THROUGH EVERYONE.

>> KASHINSKY: MOVE TO EXTEND BY 10 MINUTES.

>> MAYOR KNUDSON: ANYONE OPPOSED?

SEEING NONE, WE WILL EXTEND BY 10 MINUTES.

THANK YOU.

>> KASHINSKY: THANK YOU.

WHAT I WILL SAY IS IT FEELS LIKE A QUIRK OF HISTORY THAT THROUGHOUT THE COUNTRY, SIDEWALKS ARE TREATED DIFFERENTLY THAN ANY OTHER FORM OF PUBLIC INFRASTRUCTURE.

IN THAT WE ARE EXPECTING INDIVIDUAL PROPERTY OWNERS TO MAINTAIN THE PUBLIC INFRASTRUCTURE AS OPPOSED TO EXPECTING INDIVIDUAL PROPERTY OWNERS TO PAY TAXES THAT WE USE TO MAINTAIN PUBLIC INFRASTRUCTURE.

THIS BECOMES A DIFFERENT -- LIKE MANY OF THE PROBLEMS WE HAVE DECISIONS MADE YEARS AGO OR THINGS WE ARE TRYING TO FIGURE OUT HOW TO SOLVE NOW.

I DO THINK FOR ME PERSONALLY IT DOES MAKE SENSE TO CONSIDER TREATING SIDEWALKS THE WAY WE TREAT ROADS, BIKE PATHS, STORMWATER LINES, AS THINGS THAT FOR THE MOST PART WE MAINTAIN INFRASTRUCTURE.

I RECOGNIZE IT IS GOING TO BE BASICALLY RESOURCED AND POSSIBLE TO DO SO WITHOUT SOME SORT OF REVENUE STREAM BEYOND THE REVENUE STREAMS WE CURRENTLY HAVE.

I THINK BEFORE WE CAN GET INTO ANY OF THOSE DISCUSSIONS WE NEED TO KNOW WHAT IS THE DOLLAR AMOUNT. HOW MUCH WOULD THE REVENUE STREAM NEED TO BE IN ORDER TO MOVE THAT FORWARD.

THAT INCLUDES BOTH THE MONEY TO PAY FOR THE CONCRETE BUT ALSO THE MONEY FOR THE STAFF THAT IS NEEDED.

SO I THINK THIS NEXT STEPS HAS SOME OF THAT IN THERE AS EXPLORING NOT BUT THERE IS NO TIMELINE ASSOCIATED WITH THAT.

I AM CURIOUS AS TO WHEN DO WE SEE BEING ABLE TO HAVE THOSE DISCUSSIONS ABOUT DO WE NEED A CHANGE AND INFORMATION AND HAVING THOSE DISCUSSIONS.

>> I CAN SPEAK TO THAT AND YOU CAN FILL IN.

CAN YOU GO TO THE TIMELINE ON NEXT STEPS?

THERE WE GO.

AS JODI POINTED OUT SOME OF THE PIECES ARE IN PLACE RIGHT NOW AND SOME ARE OF COMING. THE BIG ONE FOR ME WHEN I THINK ABOUT TIMELINE IS THAT IS THE NEW STRATEGIC PLAN, IT HAS A TWO-YEAR TIMEFRAME.

IN THAT WE HAVE COMMITTED TO HAVING A STRATEGY AND AFTER THAT, THE TRANSPORTATION SYSTEM PLAN UPDATE I THINK THOSE AND ALSO

WITH THE FOUNDATION OF THE TRANSPORTATION SYSTEMS REVIEW, I SAY IN THAT ONE-2 YEAR TIMEFRAME WHEN WE HAVE THAT KNOWLEDGE OF WHERE WE THINK WE WANT TO GO IS THE APPROPRIATE TIME FOR US TO BE NAILING DOWN THESE IDEAS AND HAVING THE FURTHER CONVERSATION.

>> KASHINSKY: THAT IS HELPFUL, WE GET THESE CHARTS AND THIS IS A 30 YEAR STRATEGY.

IT IS GOOD TO HEAR THAT, 1-2 YEAR TIMEFRAME AS OPPOSED TO 30 YEARS.

>> THE STRATEGIC PLAN GIVES US A DEFINITIVE TIMELINE OF HAVING THAT STRATEGIC STRATEGY IN PLACE.

>> KASHINSKY: GOING BACK TO THAT IMMEDIATE HOW THINGS ARE RUNNING RIGHT NOW I KNOW ONE OF THE FRUSTRATIONS I HEAR A LOT FROM CONSTITUENTS AROUND SIDEWALKS IS THEY WILL REPORT IT AND IT WILL FEEL LIKE IT TAKES A VERY LONG TIME FOR IT TO GET ADDRESS.

AND FOR THE PEOPLE REPORTING, THEY DON'T HAVE A GOOD SENSE OF WHY IS IT MOVING, IS MY REPORT GOING INTO AVOID.

THERE IS A PARTICULAR STRETCH OF SIDEWALK IN MY WARD -- I AM OUT OF TIME.

THANK YOU.

>> MAYOR KNUDSON: SOUND LIKE A QUESTION ABOUT THE CLARIFICATION OF THE FLOWCHART WITH THE 20-DAY RESPONSE.

>> I THINK THAT IS ONE OF THE HARDER PIECES OF THE PROGRAM WHEN WE TALK ABOUT ENFORCEMENT.

CURRENTLY A LOT OF THE WORK WE ARE DOING IN OUR MAINTENANCE PARTNERS IS WITHIN THEIR EXISTING RESOURCES.

THE CURRENT SIDEWALK INSPECTORS SPEND A LOT OF TIME DEVELOPING RELATIONSHIPS AND HOW PEOPLE GET TOWARDS YES.

HOW DO WE DO THIS AND HOW DO WE DO THAT WITHIN THEIR MEANS AND WITHIN THEIR TIMELINE.

WE CURRENTLY ARE NOT IN A PLACE WHERE WE OFTEN USE THAT HARDLINE 20 DAYS THAT SAYS YOU BETTER DO THIS OR WE ARE GOING TO COME AND DO THAT, THAT IS NOT THE RELATIONSHIP WE ARE WORKING TO BUILD. IT IS SAYING LET'S TALK ABOUT OPTIONS, WE HAVE THE LOW-INCOME SUBSIDY BUT OUR SIDEWALK INSPECTOR DOES A REALLY GOOD JOB OF WORKING WITH PEOPLE TO TRY TO GET THERE, I THINK IT IS EASIER WHEN THERE ARE SOMETIMES COMMERCIAL BUILDINGS, IT IS A DIFFERENT CONVERSATION.

THEN IF IT IS YOUR NEIGHBOR OR NEIGHBORS GRANDMA OR SOMEBODY ELSE.

THOSE CONVERSATIONS SOMETIMES, THAT TAKES A LONG TIME AS A PROPERTY OWNER, THE CONVERSATION WOULD BE PRETTY HARD TO HAVE DAY-TO-DAY IF IT SAID YOU HAVE TO DO THIS NOW OR ELSE.

REALLY A RESOURCE AROUND TRYING TO BUILD THAT RELATIONSHIP AND GET TOWARDS YES. I AM SORRY.

>> MAYOR KNUDSON: THANK YOU, THAT WAS AN IMPORTANT REMINDER WE ARE WORKING WITH PEOPLE ALL THE TIME IN OUR COMMUNITY AND IT TAKES TIME.

>> ZELENKA: I THINK STAFF HAS BEEN DOING GOOD WORK WITH THE CURRENT STAFFING IN DOLLARS WE HAVE.

THE PROBLEM IS THIS IS NOT A PRIORITY AND HAS BEEN NEGLECTED AND THE SYSTEM, THE SIDEWALK SYSTEM IS NOT IN GOOD SHAPE ANYMORE.

I WALK MY DOG ALL THE TIME ALL OVER THE MAP IN WARD 3, I CAN TELL YOU THERE IS A LOT OF PROBLEMS AND A LOT OF ADA ISSUES.

I CAN ALSO TELL YOU THE REQUEST FOR SERVICE OR PROBABLY WAY UNDERCUT, THAT IS NOT IN THE ACCURATE WAY TO FIGURE OUT WHAT IS NEEDED AT THIS POINT.

WHEN WE MOVE FORWARD WE NEED TO MAKE SURE WE TAKE CARE OF WHAT WE HAVE EXISTING AND HOW TO FILL THE GAPS.

HOW TO BE THE ISSUE FOR ALL OF THAT IS FUNDING.

WE HAVE SOME IN THE ROAD BONDS, GRANTS, THAT IS NOT NEARLY ENOUGH. WE COULD CONSIDER A SIDEWALK BOND BUT THAT IS SUPEREXPENSIVE.

WE DON'T HAVE A PLAN YET AND WHEN WE FIND OUT HOW MUCH IT IS GOING TO COST WE REALIZE WHY IS IT THE HOMEOWNER RESPONSIBILITY AND LOW-INCOME PEOPLE IT IS A BIG PROBLEM BECAUSE THESE ARE EXTENSIVE AND WE NEED TO WORK ON GRANTS AND STIPENDS AND LOW INTEREST LOANS AND LEDS THAT HELP PEOPLE DO IT.

MAYBE A BOND COULD CREATE A LOAN FUND OR SOMETHING LIKE THAT BUT IT BOILS DOWN TO FUNDING AND ENFORCEMENT AND LEAVES THE HOMEOWNER RESPONSE ABILITY AND THE BIG PROBLEM IS THE ENFORCEMENT.

AND KNOWING WHAT WE NEED TO DO AND WE DON'T HAVE THE STAFF TO DO THAT.

WE ONLY HAVE ONE SIDEWALK SURVEY PERSON, IS THAT WHAT YOU SAID?

AND WHAT REALLY NEEDS TO OCCUR IS WE NEED TO TAKE THIS SERIOUSLY AND IT NEEDS TO BE A PRIORITY, WE NEED A PROGRAM AND PROGRAM WITH GOALS, TIMELINES AND PERFORMANCE METRICS.

MAYBE A FIVE-YEAR PROGRAM WHERE WE SURVEY, GET THAT EQUIVALENT OR PCI EQUIVALENT.

AND COST ESTIMATE AND INFO AND NOTICE PROGRAM AND IMPLEMENTATION ENFORCEMENT LOANS, MAYBE A LEVY TO CREATE MORE STAFF THAT WE NEED TO DO THAT BUT IT NEEDS TO BE A PRIORITY. I GUESS THE QUESTION FROM THE CITY MANAGER IS WHERE DOES THIS FALL ON THE PRIORITY LIST, IT HAS NOT BEEN A PRIORITY AND IT HAS BEEN NEGLECTED AND NOW IT IS A PROBLEM.

IS A GOING TO MOVE UP THE PRIORITY LIST OR BUDGET DISCUSSION, A TRADE-OFF FOR OTHER THINGS, HAVE EXISTING STAFF TO HANDLE ALL OF THIS.

>> ONCE WE GET OUR RECOMMENDED APPROACH IS PART OF THE TACTIC THAT COUNCIL REVIEWED LAST WEEK.

WE HAVE SOME EXAMPLES OF A RECOMMENDATION MOVING FORWARD. THIS IS A COMPETING PRIORITY EQUALLY IMPORTANT TO THE STREETS AND LOOKING FOR COUNCIL TO SET UP DIRECTION BUT WE WILL

PROVIDE DIRECTION ON AVAILABLE RESOURCES BUT WE HAVE TO DO THE WORK FIRST BEFORE WE CAN ANSWER THAT QUESTION.

>> ZELENKA: THANK YOU FOR THAT. I WAS AT A MEETING AND PEOPLE WERE TALKING ABOUT HOW DO YOU GET THE COUNCIL TO ACT, WE WORK ON THE SQUEAKY WHEEL PRINCIPAL AND MORE PEOPLE SQUEAK ABOUT THIS, WE ARE STARTING TO SEE THAT, THINGS BECOME SQUEAKY WHEN THEY BECOME BIG PROBLEMS.

>> MAYOR KNUDSON: THANK YOU.

WE ARE IN OUR LAST FEW MINUTES. LAST 10 MINUTES AND CCOUNCILOR LEECH HAS JOINED THE QUEUE.

>> EVANS: COULD YOU ADDRESS A COUPLE ISSUES I HAVE REGARDING THIS AND ONE OF THEM IS DISCLOSURE OF PROPERTY OWNERSHIP RESPONSE ABILITY.

WHEN YOU BUY A HOUSE, MY WIFE AND I BOUGHT OUR HOUSE 26 YEARS AGO.

NOBODY DISCLOSED AND SAID THAT THE SIDEWALK AND THE TREE LINE ARE THE RESPONSE ABILITY OF THE HOMEOWNER TO DEAL WITH IN TERMS OF ANY KIND OF REPAIR OR REPLACEMENT OR ANY OF THAT.

SO AS AN EXPENSE THAT IS NOT DISCLOSED WITHIN THE CONTEXT AND SALE OF THE PROPERTY.

IS DO YOU KNOW, DOES ANYBODY KNOW IF THERE ARE OTHER MUNICIPALITIES THAT REQUIRE THIS TYPE OF DISCLOSURE?

>> I DO NOT KNOW AND I CAN'T SPEAK TO IT BUT THAT IS SOMETHING WE COULD DO SOME RESEARCH ON.

>> EVANS: IT IS ONE OF THE THINGS I AM GOING TO SUGGEST THE WORK SESSION POLL ABOUT IS HOW DO WE BUILD INTO OUR CODE THAT KIND OF DISCLOSURE BECAUSE MY UNDERSTANDING WHEN WE BOUGHT OUR HOUSE WHICH OUR SUBDIVISION WAS DEVELOPED 10 YEARS BEFORE THAT WAS EQUAL BACK TO EARN URBAN FORESTRY AND SLIDE 13 THERE ARE REQUIREMENTS IN OUR CODE FOR URBAN FORESTRY, TREEPLANTING AND THAT KIND OF THING.

IT DOES NOT ADDRESS THE TYPE OF TREES THAT ARE REQUIRED BY THAT CODE.

WE HAVE FLOWERING PLUMS IN OUR NEIGHBORHOOD WITH HORIZONTAL REGROWTH.

SITUATIONS.

AND THE ONLY WAY WE HAVE BEEN SOLD YOU CAN SOLVE THAT IS BY HAVING ROUTE CARDS INSTALLED SO THE ROOTS START GROWING VERTICALLY DOWN INTO THE GROUND.

WHICH PRESENTS OTHER PROBLEMS AS FAR AS UNDERGROUND INFRASTRUCTURE ON THE THINGS OF THAT CONCERN.

NOTIFICATION WOULD BE ONE PIECE OF THIS AND UNDERSTANDING BETTER HOW URBAN FORESTRY CAN WORK WITH HOMEOWNERS AND THE CITY TO PROVIDE THE PROPER TREES FOR THE SUBDIVISIONS WHICH ARE REQUIRED.

AND I WILL STOP THERE BECAUSE I THINK WE NEED TO HAVE A FURTHER AND DEEPER DISCUSSION ON THIS.

>> MAYOR KNUDSON: THANK YOU.

COUNCILOR YEH.

>> YEH: THANK YOU, I WANT TO AGREE WITH COUNCILOR ZELENKA THAT IT SEEMS THAT STAFF ARE BEING CREATIVE AND TRYING TO FIND EVERYTHING THEY CAN WITHIN THE SYSTEM WE HAVE TO MAKE PROGRESS IN THIS AREA. I THINK IT IS IMPORTANT TO ACKNOWLEDGE THAT. I THINK THE PROBLEM IS THE PROCESS WE ARE INSIDE OF.

IT IS FUNDAMENTALLY INEQUITABLE AND IS JUST LIKE YOU CAN PATCHWORK THIS TOGETHER AND WE CAN TRY TO DO THIS AND THAT BUT I THINK WE NEED TO FUNDAMENTALLY SHIFT IN HOW WE THINK ABOUT SIDEWALKS.

WE CALL THEM ALTERNATIVE TRANSPORTATION BUT THEY ARE NOT ALTERNATIVE.

FOR MANY PEOPLE IT IS THEIR PRIMARY TRANSPORTATION.

ALL OF US USE IT. THINKING OF IT AS AN AFTERTHOUGHT HAS TO CHANGE.

AND THAT MAY MEAN NOT DOING WHAT EVERYONE ELSE IS DOING AND LOOKING AT EXAMPLES OF I BELIEVE IT IS CORVALLIS, THEY HAVE A DIFFERENT SYSTEM THAT SEEMS TO BE WORKING.

LOOKING AT THE OTHER ALTERNATIVES AND SEEING IS THIS WHAT IS RIGHT FOR EUGENE AND BEING WILLING TO PUT THAT OUT TO VOTERS AND SAY HERE IS A VERY NEW WAY OF DOING IT BUT WHEN I TALK TO PEOPLE IN MY COMMUNITY THEY DON'T THINK IT IS WORKING THE WAY IT IS NOW. THEY ARE NOT SURE HOW TO FIX IT BUT THEY WANT SOMETHING DIFFERENT.

I THINK THAT IS WHAT WE ARE LOOKING FOR.

FOR THE CITY MANAGER WHEN YOU SAY THIS IS COMING BACK TO US, YOU ARE NOT SAYING THIS IS COMING BACK TO US IN TWO YEARS OR COMING BACK TO US BEFORE THEN?

>> IT WILL COME BACK TO YOU WITHIN THE TWO-YEAR TIMEFRAME IN TERMS OF RECOMMENDATIONS AND POTENTIAL MODELS WHICH IS PART OF THE TACTICS WE SHARED WITH YOU.

IF THE COUNCIL PLEASURE IS TO HAVE SOMETHING ESCALATED TO HAVE IT BROUGHT TO YOU SOONER, WE WILL HAVE TO COME BACK TO YOU AND SAY HOW WE CAN DO THAT AND SOMETHING ELSE WILL HAVE TO SLOW DOWN IN ORDER FOR US TO DO THAT.

>> YEH: IT SEEMS LIKE ONE OF THE BIG NEEDS RIGHT NOW IS TO UNDERSTAND WHERE WE ARE.

TO HAVE AN ASSESSMENT AND IF THERE IS A WAY, MY COLLEAGUES MAY NOT AGREE BUT IF THERE IS A WAY TO SPEED THAT PORTION UP SO WE CAN GET A PICTURE OF WHAT WE ARE DEALING WITH SOONER RATHER THAN LATER, IT SEEMS LIKE THAT WOULD HELP WITH EVERYTHING ELSE YOU ARE WORKING WITH.

THAT WOULD BE MY RECOMMENDATION SO THAT COMES BACK TO US.

SOONER THAN THIS TWO-YEAR TIMELINE. TWO YEARS IS A LONG TIME WHEN YOU ARE TRYING TO GET AROUND.

>> LEECH: THANK YOU, MAYOR. THANK YOU FOR THE WORK THAT WAS DONE.

HELPING OUTLINE THE PATHWAY WORK FOR US.

I KNOW WE ARE ALMOST OUT OF TIME. I WANT TO QUICKLY EXPRESS MY ALIGNMENT WITH COUNCILOR KASHINSKY AND COUNCILOR YEH'S COMMENTS AND PUBLIC INFRASTRUCTURE, NEEDING MORE OF A REFRAMING AND RESTRUCTURING OUR PROGRAMMING.

THE COMPLAINT BASED SYSTEM CREATES INEFFICIENCIES AND DOES END UP BEING INEQUITABLE. I THINK THIS PIECEMEAL NATURE OF SIDEWALK REPAIRS, ONE PANEL AT A TIME.

RATHER THAN A MORE EFFICIENT SYSTEM THAT COULD BE AN ENTIRE SEGMENT OF THE CITY.

AND I DO LOVE THE PROGRAM WE HAVE IMPLEMENTED THAT ALLOWS FOR SIDEWALK REPAIRS WITH STREET BEING REPAIRED AND AT AND SEE EASIER COST, WHICH PROVES WHICH IS CHEAPER AND MORE EFFICIENT TO DO IT IN THAT ONE FELL SWOOP.

IF WE CAN RETHINK HOW WE MOVE FORWARD IN DOING THAT WORK I THINK IT IS REALLY IMPORTANT AND A CONVERSATION I WOULD LIKE TO HAVE SOONER RATHER THAN LATER.

I TALKED TO ELDERS AND RETIREMENT FACILITIES, FOLKS THAT USE MOBILITY DEVICES THAT ARE HAVING TO GO AROUND THESE AREAS THAT ARE DANGEROUS AND IN OUR STREETS AND I JUST THINK THAT WE NEED A BETTER SYSTEM BUT AGAIN I REALLY APPRECIATE WHAT WE ARE DOING AND HAVE BEEN TO HELP IMPROVE THE SYSTEM, I THINK WE NEED TO KEEP WORKING AT IT.

>> MAYOR KNUDSON: THANK YOU, COUNCIL.

THANK YOU FOR SOME IMPORTANT FEEDBACK ABOUT PRIORITIZATION OF THE QUALITY OF OUR SIDEWALKS AND FOLLOW-UP TO THIS DISCUSSION, SOMEDAY SOON. I WANT TO APPRECIATE THE CLARITY THAT COUNCIL'S WORK IN RECENT MONTHS HAS GIVEN TO THE CONVERSATION TO SEE THIS BE A PRIORITY IN THE STRATEGIC PLAN AND TO HAVE THE PRIORITY HELD THROUGH OUR CONVERSATION DESPITE NOT KNOWING EXACTLY WHAT THE PATH IS INTO THE FUTURE.

I THINK THAT IS A GOOD SIGN AND THIS IS IMPORTANT WORK. WITH THAT I WILL SAY THANK YOU TO STAFF FOR THE PRESENTATION OF TWO RELATED TOPICS AND THANK YOU, THAT CONCLUDES OUR AGENDA.

I CLOSE THE SEPTEMBER 23RD, 2026, CITY COUNCIL WORK SESSION AND WE ARE ADJOURNED.