



Eugene City Council

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www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

September 23, 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 September 23, 2026;
Her Honor Mayor Kaarin Knudson Presiding**

Councilors

Lyndsie Leech, President
Matt Keating
Alan Zelenka
Greg Evans

Eliza Kashinsky, Vice President
Randy Groves
Jennifer Yeh
Mike Clark

12:00 p.m. CITY COUNCIL WORK SESSION

1. WORK SESSION: Street Repair Review Panel Annual Report

2. WORK SESSION: Sidewalk Repair Program 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 City Manager's Office 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 puntos de la agenda. La sala de reuniones del ayuntamiento es accesible para sillas de ruedas. Para personas con dificultades auditivas, se puede proporcionar un intérprete con 48 horas de anticipación. También se puede proporcionar interpretación al español con 48 horas de aviso. Para organizar estos servicios, contacte a la Oficina del Gerente de la Ciudad al 541-682-5010. Las reuniones del Consejo de la Ciudad se transmiten en vivo por Metro Televisión, Canal 21 de Comcast y se vuelven a emitir 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: Street Repair Review Panel Annual Report

Meeting Date: September 23, 2026
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Katie Marwitz
Phone: 541-501-0380

ISSUE STATEMENT

Staff will present the Street Repair Review Panel (SRRP) Annual Report and Pavement Management System Report for 2025 & 2026. The Street Repair Review Panel report is prepared in compliance with Measure 20-233, the 2022 bond measure to fix streets. In addition to the Street Repair Review Panel's annual report, the independent auditor's report by Baker Tilly Advisory Group is also included. This work session is informational only.

BACKGROUND

In 2022, Eugene voters approved Measure 20-233 and \$61.2 million of general obligation bonds to fund street repairs and safety improvements for people who walk and bike over a five-year period beginning in 2025. In addition to funds for street rehabilitation projects (\$45.9M), the 2022 bond measure includes dedicated funds for walking (\$5M), biking (\$3M), and safety projects (\$3M). There are also funds dedicated to street trees (\$2M) and a small amount of unprogrammed funds to be used when leveraging opportunities arise and/or potential grant matches (\$2M).

The Street Repair Review Panel (SRRP) was initially formed in 2009 to review the implementation of the 2008 street repair bond. Since that time, City Council has received annual reports from the SRRP and an independent auditor regarding implementation of the 2008, 2012, 2017 and now 2022 street repair bond measures.

The 2022 bond measure to fix streets continues the requirements related to accountability included in the previous measures. The City Council resolution and the information provided to voters specified:

- In order to promote accountability in the use of bond proceeds, the City Manager will contract with an outside auditor to prepare an annual written report on the use of the bond proceeds. The auditor will ascertain and report on whether the bond proceeds were used for the authorized purposes and in compliance with the restrictions set forth above. The City Manager will provide the report to the Council and make the report publicly available. (Resolution 5364, Section K)
- To further promote accountability and citizen involvement in street preservation projects, the City Manager will convene the citizen street repair review panel. The citizen street repair review panel will prepare an annual report, separate and distinct from the report prepared by the outside auditor, documenting the City's use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this Resolution. The City Manager will provide the SRRP's report to the Council and make the report publicly available. To ensure accountability and citizen involvement in walking, biking, safety, and

September 23, 2026 Work Session – Item 1

street tree projects, the City Manager will either include these projects in the work of the citizen street repair review panel or convene a separate citizen review panel for these projects that will prepare an annual report documenting the City's use of the bond proceeds for walking, biking, safety and street tree projects and noting whether bond proceeds were used in compliance with the terms of this Resolution. (Resolution 5364, Section L)

To date, 16 street projects from the 2022 bond list are under contract or have been completed at a total cost of approximately \$12 million.

The Street Repair Review Panel concluded, "that the bond proceeds were used for the authorized purposes and in compliance with the limitations and restrictions outlined in Council Resolution 5364." Additionally, the independent auditor reported no variances in project expenditures and purchasing processes from those required by the bond.

Eugene streets are in good condition thanks to the street repair bond measures passed by voters, but the overall condition is likely to continue to decline over time due to aging infrastructure demands and escalating costs outpacing available street repair funding. Eugene's current overall system pavement condition index (PCI) is 72; 34 percent (down from 40 percent) of Eugene streets are in excellent condition with little to no maintenance needed; 22 percent of streets are in very good condition with only minor maintenance needed; and 16 percent of streets are in good condition needing surface treatments or overlays. Streets that are in poor to fair condition make up the remaining 28 percent (up from 22 percent).

RELATED CITY POLICIES

This item is related to the City's [2026-2028 Strategic Plan framework](#) Transportation and Infrastructure strategies: "Modernize and maintain city infrastructure to support community needs" and "Invest in a connected multi-modal transportation system."

PREVIOUS COUNCIL DIRECTION

[April 16, 2025 Work Session](#)

This work session was the Review of 2024 Implementation of Bond Measure to Fix Streets and Pavement Management Report. The work session was informational only and required no council action.

COUNCIL OPTIONS

This item is informational only.

CITY MANAGER'S RECOMMENDATION

None.

POSSIBLE MOTIONS

None.

ATTACHMENTS

- A. Street Repair Review Panel 2025/2026 Report, including Auditor's Report and Pavement Management Report.

FOR MORE INFORMATION

Staff Contact: Katie Marwitz, Principal Civil Engineer

Phone: 541-501-0380

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



Eugene Public Works
Street Repair Review Panel

GO Bonds
Fixing Eugene's Streets

Memorandum

Date: August 11, 2026
To: Jenny Haruyama, City Manager
From: Street Repair Review Panel
Subject: 2025/2026 Report of the Street Repair Review Panel

It is our pleasure to present the annual report of the Street Repair Review Panel for 2025 and 2026, focusing on the first two years of implementing the 2022 bond measure to fix streets and build active transportation infrastructure.

This year's report responds to the accountability provisions in Measure 20-233, the 2022 bond measure to fix streets. The content of this year's memo is consistent in style and content with the panel's previous reviews. We are also providing a summarized written report, prepared at our request and with our approval, by the Public Works staff. To supplement this report, Public Works has developed an excellent dashboard to provide the public with comprehensive bond measure and pavement condition data. We support this evolution and increased transparency for the public.

The Street Repair Review Panel was initially formed in 2009 to review the implementation of the 2008 street repair bond and has continued in that accountability role since. The ongoing charge of the group is to ensure appropriate and prudent spending of public funds as well as advocating and reporting on steps made to further City goals. Based on a review of all materials presented to us, we conclude that the bond proceeds were used for the authorized purposes as outlined in Council Resolution 5364. We reviewed and accepted the City's external auditor's report with respect to the City's use of the bond proceeds through December 31, 2025.

The What

Measure 20-233 was passed by voters in November of 2022. While several projects were completed in 2024, 2025 was the first full year of project delivery. This bond is a shift in the format and makeup of previous bond funds and includes, for the first time, a council approved list of named projects in the categories of walking, biking, and safety. There is also identified funding for street trees. Review of street tree spending is not within the purview of this group; that is completed via the Sustainability Commission. This group reviewed the presentation Urban Forestry staff gave to the Sustainability Commission in February of 2025.

How Much

The majority of projects completed to date, and currently underway, have been completed within or very near the established project budgets. Cost overruns are addressed using a mix of local gas tax funds and system development charges funds as appropriate. We appreciate the effort staff continue to take looking for opportunities to combine projects and/or leverage funds to get the most out of public funds.

The 2022 bond measure is 40% complete after year 2 of 5 and 39% of listed roadway rehabilitation projects are complete or are in construction (16 of 41). The listed walking, biking, and safety projects are not on track to be completed within the planned 5-year timeframe with 20% of projects completed or in construction (9 of 44), largely due to staffing shortages. We encourage staff to continue to explore ways to deliver projects efficiently without sacrificing quality.

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Impacts

Construction, by nature, is disruptive and this panel recognizes the challenge of coordinating activities to keep a project on schedule. The panel encourages the department to continue to proactively coordinate communications and minimize impact to the public, including the ongoing work of managing temporary access routes, particularly for people walking and biking. The panel also notes that several projects have had extended impacts with construction starting and stopping over the wet winter months.

Bottom Line

We believe the community is getting a good return for its investment in street repairs, and the bond funds are being used wisely to meet the objectives of Ballot Measure 20-233. A functioning transportation system is essential to our community's safety and economy, and the bond is an important component to maintaining City infrastructure while creating local jobs. An upfront investment in repairing and maintaining Eugene's streets saves the community significant money.

We feel Public Works staff are continuing to do an admirable job designing and constructing bond measure projects. We appreciate the support they have given us in the course of our review. The committee also continues to express its appreciation to the voters and taxpayers of Eugene for their ongoing support of the bond measures that have made our community a better place to live and do business.

Additional information about the Street Repair Review Panel can be found at www.eugene-or.gov/2110/Street-Repair-Review-Panel. Please feel free to contact any of us for additional information.

SRRP Members

John Barofsky	Cindy Hanks
Matt Roberts	Sue Wolling
Jeannine Parisi	Gary Wildish
Rob Zako	

City of Eugene Staff

Doug Singer	Lacey Risdal
Katie Marwitz	Mike Stever
Jamie Garner	Emily Hayes

Citizen Street Repair Review Panel

2025/2026 Summary Report

Implementation Update for Measure 20-333 Bonds to Fix Streets



2025/2026 Report to the Street Repair Review Panel

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Acknowledgements

SRRP Members

John Barofsky	Cindy Hanks
Matt Roberts	Sue Wolling
Jeannine Parisi	Gary Wildish
Rob Zako	

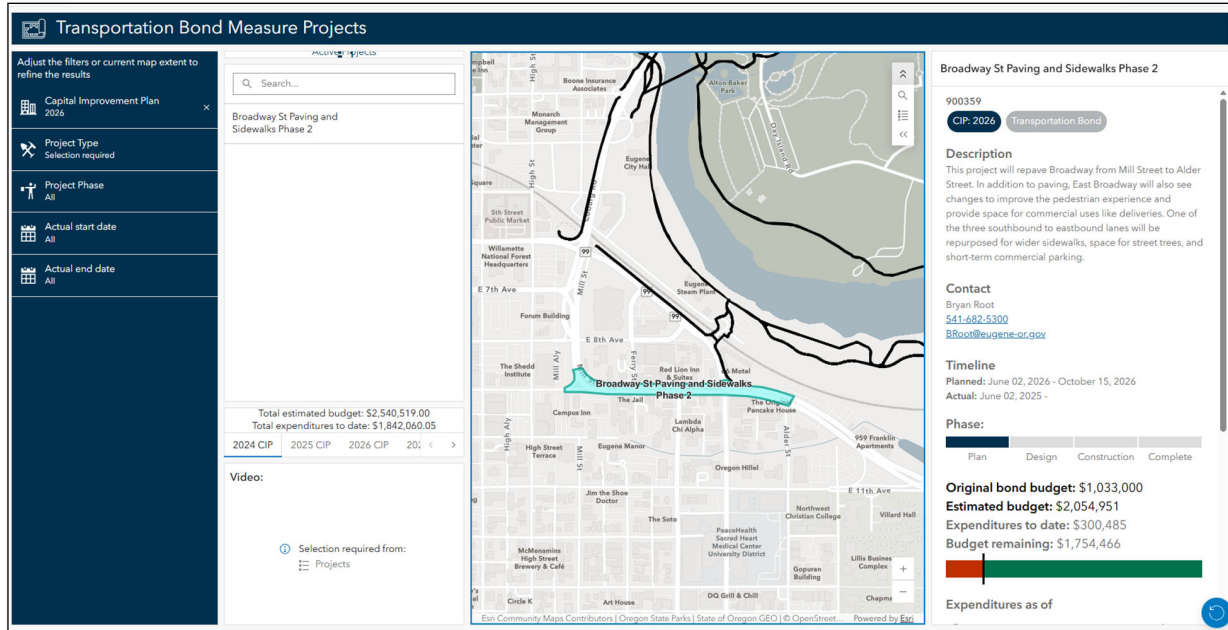
City of Eugene Staff

Doug Singer	Lacey Risdal
Katie Marwitz	Mike Stever
Jamie Garner	Emily Hayes

Cover photo from 2025 projects: Broadway Sidewalk Enhancement

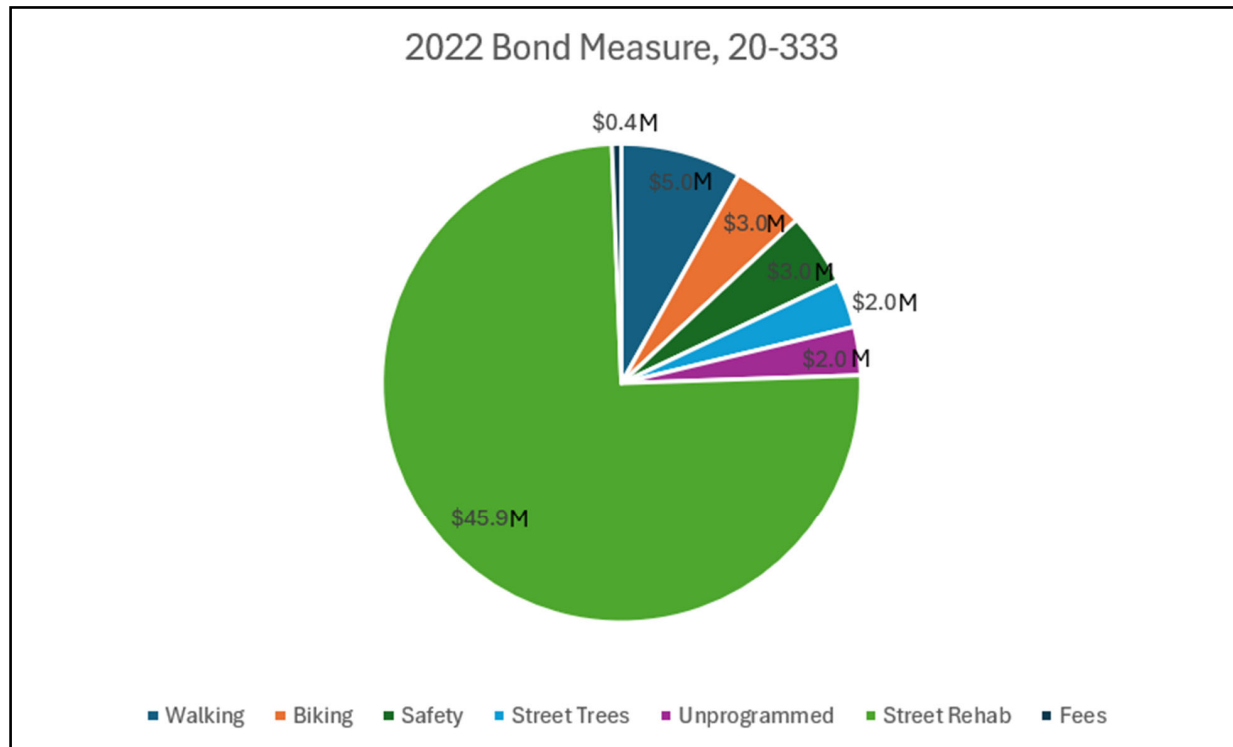
INTRODUCTION

This summary report has been compiled for use by the Street Repair Review Panel (SRRP). It is intended to provide a review and look ahead for projects included in the 2022 voter-approved Bond Measure 20-333. This report is intended to supplement the new publicly available online Bond Measure Projects dashboard and the Pavement Management Report storyboard. Both tools can be accessed from the SRRP webpage at: <https://www.eugene-or.gov/2110/Street-Repair-Review-Panel>.



Background

The voter-approved street repair measure approved \$61.2 million total in bonding authority over a five-year period. In addition to funds for street rehabilitation projects (\$45.9M), the 2022 bond measure includes dedicated funds for walking (\$5M), biking (\$3M), and safety projects (\$3M). There are also funds dedicated to street trees (\$2M) and a small amount of unprogrammed funds to be used when leveraging opportunities arise and/or potential grant matches (\$2M).



SRRP Mission

The Street Repair Review Panel was initially formed in 2009 to review the implementation of the 2008 street repair bond as an added layer of accountability. The ongoing charge of the SRRP is to ensure appropriate and prudent spending of public funds as well as advocating and reporting on steps made to further City goals.

Resolution No. 5364 states:

“To further promote accountability and citizen involvement in street preservation projects, the City Manager will convene the citizen street repair review panel. The citizen street repair review panel will prepare an annual report, separate and distinct from the report prepared by the outside

auditor, documenting the City's use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this Resolution. The City Manager will provide the street repair review panel's report to the Council and make the report publicly available.

To ensure accountability and citizen involvement in walking, biking, safety, and street tree projects, the City Manager will either include these projects in the work of the citizen street repair review panel or convene a separate citizen review panel for these projects that will prepare an annual report documenting the City's use of the bond proceeds for walking, biking, safety and street tree projects and noting whether the bond proceeds were used in compliance with the terms of this Resolution.”

PROJECT SELECTION AND SCHEDULING

Street Projects

Street projects to be financed by the bond were specifically listed in the Bond (see Appendix A). All street projects were identified by the Public Works Pavement Management System as priorities for repair. In addition, the following criteria were used to select streets for the bond measure:

1. Citizen input with respect to prioritizing major streets in need of reconstruction.
2. Scientific information about needed street rehabilitation and reconstruction from the pavement management system.
3. Geographic distribution throughout the community to ensure all areas of the City receive a benefit from the bond proceeds.



The City has a longstanding policy to use capital preservation funds on the improved street system. An improved street has been designed for the type of soils and traffic use of the street and includes a storm drainage system. Curb and gutter are the traditional mark of a storm drainage system but can include roadside swales and planters. The bond measure street list consisted of improved streets in need of preservation as identified in the pavement management system.

Walking, Biking, and Safety Projects



Move EUG
shaping our sustainable
transportation future

Move EUG was a planning project led by the City's Transportation Planning Team to identify and prioritize walking, biking, and safety programs and infrastructure projects throughout Eugene. The primary objective of Move EUG was to develop a list of walking, biking, and safety infrastructure projects for funding through the 2022 bond measure. This is the first time a list of named projects is included in the bond measure. City Council approved the Move EUG Funding Proposal on October 23, 2023. The list of identified projects is listed in Appendix B.

Street Trees



Urban Forestry staff presents an annual update to the Sustainability Commission on the progress and use of bond measure funds related to street trees.

The 2025 Urban Forest Action Plan is Eugene's first comprehensive urban forestry planning update in over 35 years. It defines a strategic, community-informed path to reach 30% citywide canopy coverage by 2040. With 60,000 public trees targeted for planting and

establishment, this is more than a symbolic effort. It's a measurable, district-level investment in health, livability and resilience.

The plan centers equity by identifying neighborhoods with the greatest need, using Tree Equity Scores, impervious surface data, and right-of-way planting availability. It incorporates climate readiness through species diversification and addresses public safety and long-term maintenance through a phased, cost-effective implementation strategy.

2022 Street Bond Project Development

The following pages are graphs that show the progress of individual projects, separated by project type:

2022 Bond Measure Project Progress Tracking						
PROJECT NAME	NOT STARTED	SCOPING	DESIGN	CONSTRN	COMPLETE	BUDGET
Paving						
Bailey Lane						
Van Avenue						
Commerce Street						
Westleigh Street						
Plumtree Street						
Grant Street						
Hayes Street						
Pierce Street						
McLean Blvd						
Bethel Drive						
Spring Blvd						
Huckleberry Street						
Pine Canyon Drive						
South Ridge Drive						
Vine Maple Street						
River Rd						
N Delta Highway						
Chambers Street						
Jeppesen Acres Road						
Club Road						
County Farm Road						
Country Club Road						
Agate Street						
31st Avenue						
Willow Creek Road						
Terry Street						
Irvington Drive						
24th Avenue						
Agate Street						
University Street						
22nd Avenue						
Kinsrow Avenue						
Lindley Lane						
Honeysuck Lane						
14th Avenue						
Harris Street						
Willamette Street						
Sunset Drive						
Longview Street						
Echo Hollow Road Waite Street						
Ohio Street						

Legend:	Within Budget	Minor Overage	Significant Overage
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PROJECT NAME	NOT STARTED	SCOPING	DESIGN	CONSTRN	COMPLETE	
Walking						
24th & Amazon Crossing						
N Danebo Sidewalk Infill						
15th Ave Sidewalk Infill						
Empire Park Drive						
Matt Drive Pedestrian Connection						
Goodpasture Island Crossing						
Jackson Street at 1st Ave Crossing						
Jeppesen Acres Road Sidewalk Infill						
15th & Hilyard Crossing						
Coburg Rd Pedestrian Island						
Polk Street Sidewalk Infill						
3rd Ave Pedestrian Crossing						
Garfield & Broadway Pedestrian Crossing						
24th Avenue Sidewalk Infill						
Seneca Avenue Sidewalk Infill						
Fairfield Avenue Sidewalk Infill						
Garfield Street Sidewalk Infill						
Elkay at River Rd Pedestrian Crossing						
Biking						
Broadway Enhancements						
Tugman Path Rehabilitation						
Polk Street Bike Lane						
City View Street Greenway						
Marshall Path Rehabilitation						
Fern Ridge Path at City View Crossing						
Grant Street Neighborhood Greenway						
Roosevelt Path Rehabilitation						
Cal Young Road Protected Bikeway						
Safety						
Fern Ridge Path Undercrossing Improvements						
Bailey Hill Rd Lighting						
Royal Ave & Berntzen Enhanced Crossing						
Berntzen Traffic Calming						
Division Avenue Grant Match						
Hunsaker Lane Sidewalk Infill						
Candlelight Drive Traffic Calming						
Clinton Drive Traffic Calming						
30th Ave Speed Feedback Sign						
29th Ave Speed Feedback Sign						
Willagillespie Road Speed Feedback Sign						
Royal Avenue Speed Feedback Sign						
River Road Lighting						
Willamette ad 31st Pedestrian Crossing						
Roosevelt Path Lighting						
N Danebo Drive Lighting						
Leverage						
Patterson Street Striping Modifications						

Legend:	Within Budget	Minor Overage	Significant Overage
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Appendix A

2022 Proposed Street Bond Projects

1. Chambers Street

2. Grant Street

3. Hayes Street

4. Pierce Street

5. Willamette Street

6. 31st Avenue

7. Agate Street
8. Harris Street

9. Huckleberry Street

10. Pine Canyon Drive

11. South Ridge Drive

12. Spring Boulevard

13. Vine Maple Street

14. 22nd Avenue
15. 24th Avenue

16. Agate Street

17. Longview Avenue

18. Sunset Drive

19. University Street

20. Bailey Lane

21. Honeysuckle Lane

22. Jeppesen Acres Road

23. Kinsrow Avenue

24. Lindley Lane

25. Van Avenue

26. N. Delta Highway

27. Echo Hollow Road

28. Ohio Street
29. Terry Street

30. Waite Street

31. Bethel Drive

32. Irvington Drive

33. River Road

34. 14th Avenue

35. Commerce Street

36. Plumtree Drive

37. Westleigh Street

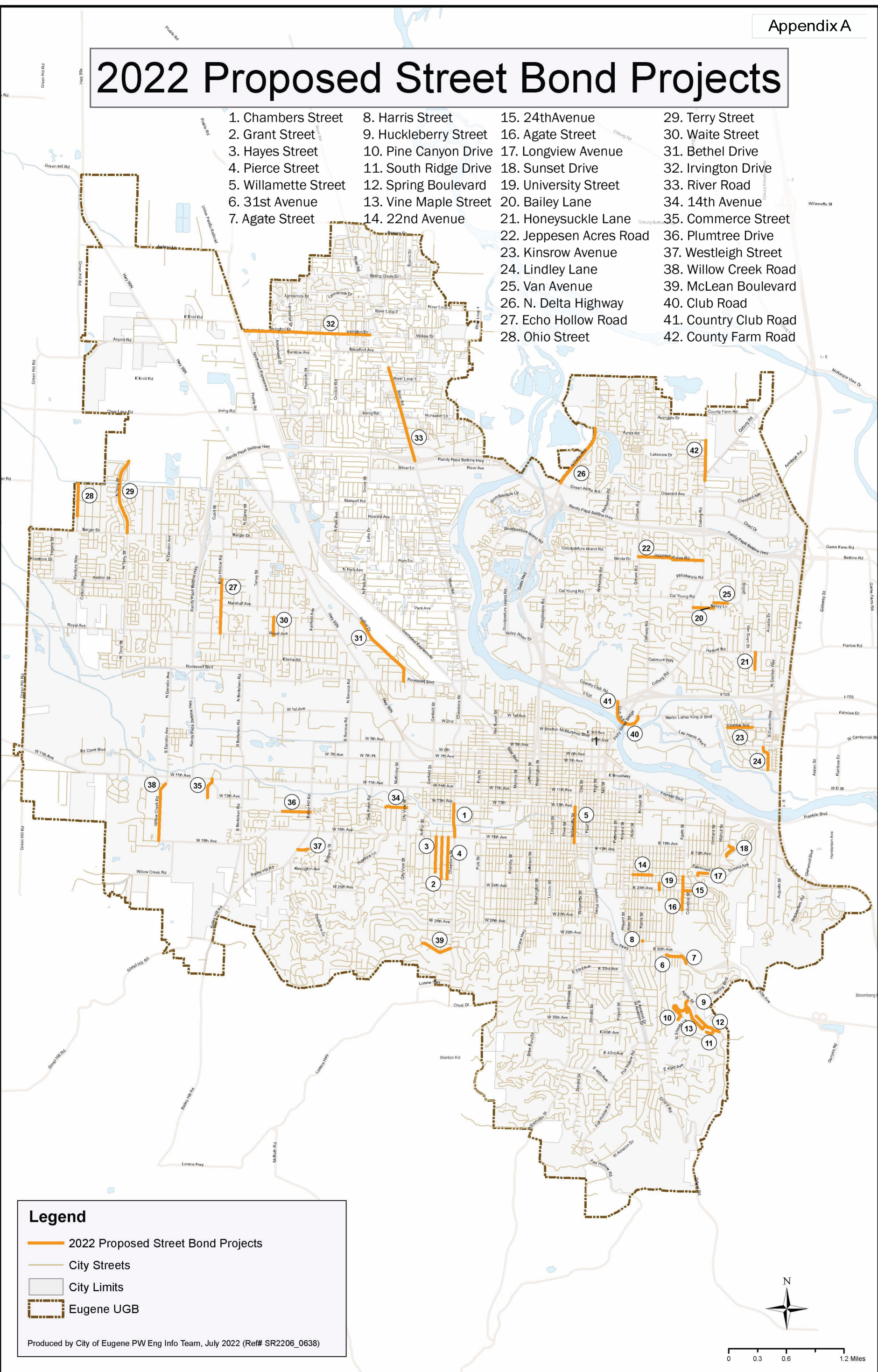
38. Willow Creek Road

39. McLean Boulevard

40. Club Road

41. Country Club Road

42. County Farm Road



Legend

- 2022 Proposed Street Bond Projects
- City Streets
- City Limits
- Eugene UGB

Produced by City of Eugene PW Eng Info Team, July 2022 (Ref# SR2206_0638)

Appendix B

Proposed Walking, Biking, and Safety Project List: All Wards

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds	Ward Info
753	Bailey Hill Rd	W 13th Ave to W 18th Ave	Safety	Street Lighting	\$ 157,000	8
824	Berntzen Rd	Marshall Ave to Royal Ave	Safety	Traffic Calming	\$ 65,000	6
796	Bertelsen Rd	11th to 18th	Ped	Sidewalk	\$ 552,000	8
746	Broadway	Mill St to Patterson St	Ped	Sidewalk	\$ 500,000	3
392	Cal Young Rd	Willakenzie Rd to Oakway Rd	Bike	Protected Bike Lane	\$ 291,000	4
825	Candlelight Dr	Royal Ave to Avalon St	Safety	Traffic Calming	\$ 133,000	6
445	City View Street	W 11th Ave to W 18th Ave	Bike	Neighborhood Greenway	\$ 75,000	1, 8
826	Clinton Dr	Willagillespie Rd to Crenshaw Rd	Safety	Traffic Calming	\$ 83,000	5
SP2	Coburg Rd	Ferry Street Bridge to Oakway	Ped	Island Redesign	\$ 150,000	4
SP3	Division Avenue	Lone Oak way to River Rd	Safety	Match for Safety Grant	\$ 310,000	7
885	E 15th Ave and Patterson St + E 15th and Hilyard	N/A	Ped	Ped Crossing - RRFB	\$ 240,000	3
802	E 24th Ave	Willamette St to Amazon Pkwy	Ped	Sidewalk	\$ 87,000	2
894	E 24th Ave and Amazon Path	N/A	Bike	Ped Crossing - Raised Crossing	\$ 300,000	2
707	E 30th Ave	Hilyard St to University St	Safety	Traffic Calming - speed feedback	\$ 24,000	2
944	E 3rd Ave and Coburg Rd	N/A	Ped	Ped Crossing - Raised Crossing	\$ 125,000	7
928	Elkay Dr and River Rd	N/A	Ped	Ped Crossing - RRFB	\$ 200,000	7
809	Empire Park Dr/Hwy 99	N/A	Ped	Accessway	\$ 154,000	6
SP11	Enhancements to West Bank Path Extension		Ped	Shared Use Path Enhancements	\$ 428,000	5
763	Fairfield Ave	Royal Ave to Elmira Rd	Safety	Sidewalk	\$ 229,000	7, 8
968	Fern Ridge Path and Beltline	N/A	Ped	Undercrossing Improvement	\$ 15,000	8
973	Fern Ridge Path and Chambers St	N/A	Safety	Undercrossing Improvement	\$ 15,000	1
880	Fern Ridge Path and City View St	N/A	Bike	Ped Crossing - Raised Crossing + 2-way Bike Facility	\$ 320,000	8
972	Fern Ridge Path and Garfield St	N/A	Ped	Undercrossing Improvement	\$ 15,000	1
970	Fern Ridge Path and W 11th Ave	N/A	Ped	Undercrossing Improvement	\$ 15,000	8
704	Fox Hollow Rd	W Amazon Dr to Donald St	Safety	Traffic Calming - speed feedback	\$ 24,000	2
SP12	Franklin/Broadway	Onyx to Hilyard	Ped	Shared Use Path Enhancements	\$ 158,000	3
770	Garfield St	RR tracks to driveway	Ped	Sidewalk	\$ 98,000	7
887	Garfield St and W Broadway	N/A	Ped	Ped Crossing - PHB	\$ 455,000	1
910	Goodpasture Island Rd and Ridgeway Dr and Happy Ln	N/A	Ped	Ped Crossing - RRFB	\$ 207,000	5
595	Grant Street	W 5th Ave to W 15th Ave	Bike	Urban Neighborhood Greenways	\$ 176,000	1, 7
43	Hunsaker Lane	River Rd to Lone Oak	Safety	Sidewalk	\$ 400,000	5, 7
897	Jackson St and W 1st Ave	N/A	Ped	Ped Crossing - Raised Crossing	\$ 125,000	7
732	Jeppesen Acres Rd	Gilham Rd to Providence St	Ped	Sidewalk	\$ 200,000	4
SP5	Marshall Path Rehabilitation		Bike	Shared Use Path	\$ 400,000	6
709	Martin Luther King Jr Blvd	Harris to S Garden Way	Ped	Shared Use Path Enhancements	\$ 200,000	4
920	Martin Luther King Jr Blvd and Leo Harris Pkwy	N/A	Ped	Ped Crossing - RRFB	\$ 200,000	4
436	N Danebo Avenue	Barger to Souza (West Side)	Ped	Sidewalks	\$ 450,000	6
SP9	N Danebo Avenue		Safety	Street Lighting	\$ 200,000	8

SP6/7	Path Rehabilitation Amazon/Tugman Paths		Bike	Shared Use Path	\$ 600,000	2
523	Polk Street	2nd to 18th	Bike	Bike Lane	\$ 230,000	1, 7
362	Polk Street	South of W 2nd Avenue	Ped	Sidewalks	\$ 13,000	7
SP8	River Road		Safety	Street Lighting	\$ 300,000	7
772	Roosevelt Path	N Danebo Ave to Maple St	Safety	Shared Use Path Lighting	\$ 750,000	8
SP4	Roosevelt Path Rehabilitation		Bike	Shared Use Path	\$ 553,000	8
747	Royal Ave	Fairfield Elementary School	Safety	Traffic Calming - speed feedback	\$ 24,000	6, 7, 8
946	Royal Ave and Berntzen Rd	N/A	Ped	Ped Crossing - RRFB	\$ 120,000	6
334	Seneca Road	gap south of 5th Avenue	Ped	Sidewalks	\$ 137,000	8
335	Seneca Road	North of W 7th Place	Ped	Sidewalks	\$ 44,000	8
822	Spring Blvd	Fairmount Blvd to Capital Dr	Safety	Traffic Calming	\$ 102,000	3
SP1	W 15th St	Chambers to Grant	Ped	Sidewalk	\$ 112,000	1
752	W 29th Ave	Lincoln St to Amazon Pkwy	Safety	Traffic Calming - speed feedback	\$ 24,000	1, 2
579	Western Drive	Van Duyn St/Satre St to Calvin St	Bike	Urban Neighborhood Greenways	\$ 55,000	4
767	Willagillespie Rd	Willagillespie Community School	Safety	Traffic Calming - speed feedback	\$ 24,000	5
SP10	Willamette and 31st	N/A	Safety	Ped Crossing	\$ 136,000	2

Report of Independent Accountants

City of Eugene, Oregon

For the Year Ended December 31, 2025





Report of Independent Accountants

To City of Eugene, Oregon

We have performed the procedures enumerated below on the 2017 and 2022 General Obligation Bond funded expenditures of the City of Eugene, Oregon (the "City") for the year ended December 31, 2025 (the "Reporting Period"). The City is responsible for the 2017 and 2022 General Obligation Bond funded expenditures (the "Expenditures").

The City has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of evaluating the City's 2017 and 2022 General Obligation Bond funded Expenditures in order to meet the requirements of voter approved Ballot Measures 20-275, 20-333, and City Council Resolutions No. 5204 and 5364, for the Reporting Period. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures we performed and our findings are as follows:

- 1) We obtained from the City a listing of the Expenditures for the Reporting Period. The total amount of expenditures was \$5,706,545.
- 2) We sorted the Expenditures by dollar amount, and in descending order by dollar amount, we selected the largest expenditure amounts until 33.3% or more of the total expenditures were selected. This resulted in selecting 5 expenditures totaling \$1,955,086, or 34.3% of total Expenditures. We agreed each selected expenditure's reported account and fund number, and reported accounting period date to a vendor invoice, certification of payment, payroll record, or signed contract provided by the City. We noted no variances between expenditures and supporting documentation.
- 3) For expenditures selected in the previous step, we noted each expenditure was for an eligible cost as described in voter approved Ballot Measures 20-275, 20-333, and City Council Resolutions No. 5204 and 5364.
- 4) We obtained from the City a listing of new construction projects awarded during the Reporting Period, which were funded by 2017 and 2022 General Obligation Bond proceeds. We haphazardly selected one new construction project awarded and obtained the procurement file from the City. We compared the procurement file to the procurement requirements contained in the City's Public Contracting Rules and noted no differences.

Baker Tilly Advisory Group, LP and Baker Tilly US, LLP, trading as Baker Tilly, are members of the global network of Baker Tilly International Ltd., the members of which are separate and independent legal entities. Baker Tilly US, LLP is a licensed CPA firm that provides assurance services to its clients. Baker Tilly Advisory Group, LP and its subsidiary entities provide tax and consulting services to their clients and are not licensed CPA firms.

- 5) We obtained from the City an accounting of the \$845,473 in unspent 2017 General Obligation Bond proceeds as of December 31, 2025. We compared that amount to the \$2,221,738 in unspent bond proceeds as of December 31, 2024, as reported in the prior year report of independent accountants on applying agreed upon procedures dated January 27, 2025 less the \$1,376,265 of expenditures for the year ended December 31, 2025 provided by the City. We did not note variances between the listing and the calculated amount.
- 6) We obtained from the City an accounting of the \$55,011,790 in unspent 2022 General Obligation Bond proceeds as of December 31, 2025. We compared that amount to the \$59,342,070 in unspent bond proceeds as of December 31, 2024, as reported in the prior year report of independent accountants on applying agreed upon procedures dated January 27, 2025, less the \$4,330,280 of expenditures for the year ended December 31, 2025 provided by the City. We did not note variances between the listing and the calculated amount.

We were engaged by the City to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. An agreed-upon procedures engagement involves performing specific procedures that the engaging party has agreed to and acknowledged to be appropriate for the intended purpose of the engagement and reporting on findings based on the procedures performed. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on the Expenditures of the City for the Reporting Period. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures other matters might have come to our attention that would have been reported to you.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of the City, and is not intended to be, and should not be, used by anyone other than this specified party.

Baker Tilly US, LLP

Eugene, Oregon
February 3, 2026

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EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Sidewalk Repair Program Update

Meeting Date: September 23, 2026
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Jody Trendler
Phone: 541-682-5248

ISSUE STATEMENT

Staff will provide an update on the city's sidewalk repair program, including progress on recent initiatives for increasing sidewalk repair and construction in the community. This item is informational only.

BACKGROUND

Sidewalks are an essential part of the city's transportation system, separating people from vehicles and enabling people of all ages and abilities to move safely throughout the city to meet their daily needs. Sidewalks are of particular importance for the 30 percent of the population who do not or cannot drive, including people with disabilities, seniors, and youth.

Although they are part of the public right-of-way, sidewalks are treated differently than other elements of the right-of-way. Unlike other transportation infrastructure like streets, curb ramps, and crosswalks, maintaining sidewalks is the responsibility of the adjacent property owner ([EC 7.375](#)). Significant segments of Eugene's sidewalk network are in need of repair, yet it is likely many property owners may not be able to afford to repair them. Further, the process for repairing sidewalks can be complicated and time consuming due to tree roots, underground utilities, and other factors. The combined result is that many sidewalk repairs are likely being deferred.

Sidewalk repairs are not just a maintenance issue but increasingly seen as a civil rights issue under Title II of the Americans with Disabilities Act (ADA). U.S. cities have been sued over sidewalk accessibility including Bend, Los Angeles, and Sacramento. As part of their settlement agreement, Los Angeles will be required to spend \$1.4 billion on sidewalk repairs over 30 years to bring sidewalks into compliance. [Current Programs and Recent Initiatives](#)

The city has several programs to help support the construction and repair of sidewalks.

- The Public Works Maintenance Division manages the City's inspection program which works with property owners on the notification and mitigation of potential hazards in the public right-of-way. In 2025, PW Maintenance received 622 requests for service related to sidewalk repair, resulting in 269 work orders, 280 notices to property owners regarding sidewalk deficiency, and 71 repairs completed by the City.
- The Public Works Engineering Division's transportation planning and capital projects programs work to prioritize, seek funding for, and build new sidewalks to fill gaps in the pedestrian network. This work includes the 2022 Street Bond, which included \$5,000,000 for walking projects; applications for Safe Routes to School and other grant programs to build new sidewalks near schools; and administering the ADA Transition Plan which provides

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a schedule for upgrading curb ramps to accessible standards. Eugene's ADA Transition Plan also reports on annual requests for sidewalk repair. In 2025, Public Works Engineering completed sidewalk infill, pedestrian crossing enhancements, and curb extensions as part of seven capital projects, representing \$2,825,140 in active transportation investments.

- Urban Forestry also contributes staff time and resources to sidewalk projects whenever a street tree is present. In 2025, urban foresters logged 600 hours on sidewalk repair projects, including removal of 86 trees, removal of 86 stumps, and root pruning for 99 trees at over 150 individual sites.

Additionally, the city has launched several recent initiatives to increase sidewalk repair in the community using existing resources.

- The PW Maintenance Sidewalk Grinding Pilot completed 250 grinds at 13 city parks during the pilot period of 2024-2025.
- The PW Maintenance Low-Income Subsidy program provided discounts on sidewalk repair services completed by the City to three qualified property owners in 2024 and 2025.
- The PW Engineering Sidewalk Repair Pilot worked with property owners to complete 21 repairs as part of three street repair projects since 2025. The pilot offers property owners the option to repair their sidewalks by including the sidewalk repair or grinding in street repair projects happening on their street. Property owners reimburse the city at the lower of either: (a) the contractor bid rate, or (b) city sidewalk repair rates established by administrative order.

Next Steps

Other cities nationwide are facing many of the same issues and provide examples of successful approaches that Eugene can consider.

Staff are currently engaged in an assessment of the operational elements of the City's transportation services. This assessment is intended to clarify and prioritize the key challenges within our transportation system and help inform a well-sequenced strategy for improvements that move us closer to our long-term vision, particularly as we adapt to declining state gas tax revenue.

The sidewalk program is one of many elements in the transportation system that is being reviewed as part of this system assessment. Staff will be exploring strategies on how to balance the needs of many elements in the transportation system with funding available throughout this service review.

RELATED CITY POLICIES

[Eugene 2035 Transportation System Plan](#) (TSP)

TSP policies support the build-out of an interconnected sidewalk network in Eugene. The TSP reiterated the City Council goal in the [Climate Recovery Ordinance \(CRO\) #20567](#) of achieving a 50 percent citywide reduction of fossil fuel use by 2030. Accordingly, the TSP included Goal 5 to triple the number of trips made by walking, bicycling and using transit by 2035. The TSP project list includes 85 separated path/sidewalk projects.

[Climate Action Plan 2.0](#) (CAP 2.0)

Calls for prioritizing the implementation of pedestrian projects to increase active transportation and decrease car use.

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[2022 Bond Measure to Fix Streets](#)

City Council approved the [list of walking projects](#) funded by the street bond in 2023.

[Vision Zero Action Plan](#)

Contains actions for street design to reduce potential conflicts between users by prioritizing sidewalk infill, inspection, and maintenance of existing sidewalks on the [High Crash Network for People Walking](#).

[Complete Streets Design Standards](#)

Design guidance for sidewalks in Eugene.

[ADA Transition Plan](#)

Tracks annual requests for service and city response regarding sidewalk trip hazards, sidewalk repairs, ramps, and ADA concerns.

[Eugene City Code](#)

- Eugene Code specifies that property owners are responsible for maintaining sidewalks and driveway approaches in good repair and safe condition ([EC 7.375](#)). The City is responsible for maintaining all sidewalks adjacent to City owned properties, locations where alleys cross sidewalks, and sidewalk access ramps throughout the city.
- Development projects are required to construct sidewalks either through the land use or building permit processes. ([EC 9.6505](#))
- Eugene Code ([EC 7.160–7.265](#)) also has provisions for Council to form a Local Improvement District (LID) to assess property owners for the costs to improve streets, including the construction of sidewalks.
- Eugene Code ([EC 7.195](#)) allows for financial assistance for sidewalk repairs for property owners who meet age and income requirements. Historically, this financial assistance was used to support property owners included in local improvement districts, but this program is not currently being utilized.

[Eugene 2026 – 2028 Strategic Plan](#)

A complete and well-maintained sidewalk system falls into the Transportation and Infrastructure focus area of the 2026-2028 Strategic Plan Framework.

- Strategy: Advance transportation safety, invest in a connected multi-modal transportation system
 - o Tactic: Develop strategy to address the need for increased sidewalk maintenance and infill across Eugene.
- Strategy: Maintain city infrastructure to support community needs.

PREVIOUS COUNCIL DIRECTION

[May 21, 2014 Work Session](#)

Work session on sidewalks and trees where Council received an update on city policy and code related to sidewalks and trees, specifically, what happens when a city street tree damages a

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sidewalk, who is responsible for any repairs, and who is liable in case there is an accident. Ideas raised during the discussion included considering the cost of having the city take financial responsibility for sidewalk repair for the roughly 65 percent of cases where a street tree is the cause of the damage, and options for educating property owners about their responsibilities such as presentations to neighborhood associations or partnerships with realtors. There was no policy direction or follow-up from this work session.

[June 25, 2025 Work Session](#)

This was an informational session where Council received an update on the City's Sidewalk Program and options for increasing sidewalk repair and construction in the community.

COUNCIL OPTIONS

This item is informational only.

CITY MANAGER'S RECOMMENDATION

None.

POSSIBLE MOTIONS

None.

ATTACHMENTS

- A. Memo Sidewalks in Eugene (2024 Update)

FOR MORE INFORMATION

Staff Contact: Jody Trendler, Senior Transportation Planner

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



Memorandum

Date: September 23, 2024
 To: Mayor Vinis and City Council
 From: Jenifer Willer, City Engineer
 Cc: Sarah Medary, Matt Rodrigues, Rich Hoey
 Subject: Sidewalks in Eugene (2024 Update)

Mayor & City Council,

In 2018, then City Engineer provided a summary to City Council of sidewalk conditions and challenges. Staff have continued to review sidewalk conditions and policies and the purpose of this memo is to provide an update on the construction and maintenance of sidewalks and access ramps, as well as recommendations for how the City can improve existing sidewalks and build-out the sidewalk network. The 2018 summary is attached.

Relevant Policies

The 2018 summary included relevant policies from the 2035 Transportation System Plan supporting the build-out of an interconnected sidewalk network in Eugene. The TSP reiterated the City Council goal in the Climate Recovery Ordinance (CRO) #20567 of achieving a 50 percent citywide reduction of fossil fuel use by 2030. Accordingly, in addition to the TSP policies outlined in the 2018 summary, the TSP also included Goal 5 to triple the number of trips made by walking, bicycling and using transit by 2035.

A robust and well-maintained sidewalk system falls into both the Urgent Community Needs and Culture of Belonging focus areas of the Eugene 2023 – 2026 Strategic Plan.

Development of Eugene's Sidewalk System

The City has over 770 miles of sidewalks and pedestrian ways. As discussed in the 2018 memo, the majority of the City's existing sidewalk infrastructure was constructed and paid for by development and dedicated to the City through the permitting system. Pursuant to Eugene Code, development projects are required to construct sidewalks either through the land use or building permit processes. (EC 9.6505)

Eugene Code (EC 7.160 – 7.265) also has provisions for Council to form a Local Improvement District (LID) to assess property owners for the costs to improve streets, including the construction of sidewalks. There have not been LID projects since the projects listed in the 2018 summary.

One of the strategies in the 2018 memo was to develop a funding source and timeline for constructing sidewalk infill projects identified in the Transportation System Plan. Since the 2018 memo, the City has increasingly used grants and general obligation bonds to construct sidewalks and pedestrian ways. The list is too long to include in this memo, but a few examples of completed City capital projects since the 2018 summary include:

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- 8th Avenue Streetscape - Rebuilt approximately 2200 feet of sidewalk in downtown Eugene using a combination of federal and city funds.
- Garden Avenue Paving – Built approximately 450 feet of new sidewalk in a campus neighborhood with city funds.
- South Willamette Street – Rebuilt approximately 5200 feet of sidewalk in a busy commercial area along an urban arterial with a combination of federal and city funding.
- Barger Drive Paving – Approximately 1100 feet of sidewalk was replaced or constructed with city funds.
- Danebo Avenue Sidewalk Infill – Approximately 800 feet of new sidewalk was constructed with city funds.

There are also nearly 20,000 feet of planned new and replacement sidewalk projects budgeted as part of upcoming capital projects using a combination of grants and city funds. Included in the city funded projects, a total of \$2,870,000 in 2022 street bond funds will be used to construct 12 sidewalk projects across all 8 wards.

Maintenance of Existing Sidewalks and Property Owner Responsibilities

As explained in the 2018 memo, Eugene Code Chapter 7 outlines a property owner's responsibility and potential liability associated with the public right of way which abuts their property. Regarding sidewalks and driveway approaches, property owners are responsible for maintaining this infrastructure in good repair and safe condition (EC 7.375). The City is responsible for maintaining all sidewalks adjacent to City owned properties, locations where alleys cross sidewalks, and sidewalk access ramps throughout the city.

An owner's negligent failure to comply with the Eugene Code may result in an owner being liable for injury, damage or loss to person or property. The Eugene Code regarding the maintenance, repair and liability of sidewalks and driveway access connections is not unique, as many municipalities have similar established codes. Many property owners are unaware of their responsibilities as far as repairing hazardous sidewalks and driveway approaches and the potential liability to which they may be subject to.

In an effort to provide the community a safe, clean and hazard free sidewalk system a program for sidewalk inspections has been in place for many decades. The Public Works Maintenance Division manages the City's inspection program which works with property owners in the notification and mitigation of potential hazards in the public right of way.

Currently, Public Works addresses sidewalk deficiencies during neighborhood inspections, reported accidents, or requests for service. The approach to identifying and mitigating hazards is most often reactive, typically following complaints or citizen requests. Thousands of hazards exist in the system, but addressing each hazard is very time consuming, labor intensive, and costly. Individual hazards can take upwards of several months to repair due to the type of defect, street tree conflicts, code requirements, available staff and funding resources. Over the last few years, Public Works Maintenance received and responded to hundreds of requests, as follows:

2023	525 Investigations	98 Notifications to Property Owners
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2022	357 Investigations	39 Notifications to Property Owners
2021	316 Investigations	107 Notifications to Property Owners

Repairs may be performed by homeowners, private contractors, or City crews. Regardless of who performs the repair, proper inspections, notifications and construction standards must be followed. For example, when a street tree is the cause of a sidewalk hazard, which attribute to the majority of sidewalk deficiencies, Eugene Code Chapter 6 – Environment requires inspection and public notification to fully evaluate potential tree impacts.

Repair Options

Property owners have several options for repairing or replacing damaged sidewalks

- Property owners may do the work themselves. However, the work is often strenuous and requires specialized equipment such as grinders, form materials or concrete finishing tools.
- Property owners may hire a licensed contractor to do the repairs.
- Property owners may ask the City of Eugene Public Works Maintenance Division to repair the sidewalk.

Due to the complexity of mitigating most sidewalk hazards, property owners most often choose to sign an agreement with the Public Works Maintenance Division for needed repairs. The current construction market makes these repairs challenging to schedule and costly using a private contractor. If the work is performed by the City, the City will bill the property owner based on an established fee schedule that allows for cost recovery of the work. Fees were most recently updated in 2024 (AO 58-24-06-F). In FY24-25, three maintenance worker FTE positions were added to allow Public Works Maintenance to perform year-round sidewalk repair work.

Once the work is completed, the City bills the property owner and the payment is due upon receipt of the invoice. Unlike the street assessment program, deferrals or financing options have not been available to property owners for the City's sidewalk repair program. Except, in 2020 the sidewalk repair program included a low-income subsidy option for single-family property owners who qualify through Qualified Means-Tested programs. Currently, the program offers up to \$1,700 assistance for a sidewalk repair when signing an agreement to perform the work by the City.

In 2021, there was a backlog of 60 outstanding sidewalk repair agreements with Public Works. There are currently 2 remaining repairs from the backlogged group. The Public Works Maintenance sidewalk repair crew has been challenged to retain staffing in a highly competitive job market. Only recently, have the staff positions been filled, resulting in a low number of sidewalk repairs pursuant to property owner agreements. In 2023, the City repaired 291 linear feet of sidewalks for 10 properties. This crew also supports the sub-surface sewer repair crew, currently performing about 75 sidewalk, driveway and alley repairs annually.

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Americans with Disabilities Act Transition Plan for the Public Right of Way

As part of Title II of the Americans with Disabilities Act (ADA) of 1990, City of Eugene Public Works conducted an evaluation of its public rights-of-way, and developed a transition plan that outlines in detail how the organization will ensure safe access to all of its facilities for all individuals. Public Works staff collected detailed data on over 15,000 sidewalk ramps and 250 pedestrian signals to develop transition-to-compliance schedules specific to these facilities. In addition to the inventory of ramps and pedestrian signals and schedules, the transition plan for the public rights of way also includes a system of barrier removal prioritization, information on how to request barrier removals from right-of-way facilities, and an appeals process.

The [ADA Transition Plan for the Public Right of Way](#), set a schedule of replacing 350 non-compliant curb ramps per year from 2015 – 2021. During this time frame, 2,072 curb ramps (or an average of 345 per year) were replaced or added. Federal accessibility rules require that curb ramps be brought into compliance when pedestrian crossings are “altered” which includes the repaving of streets. Nearly all of the curb ramps constructed during this time frame were part of City capital paving projects and the West Eugene EmX.

At the time of writing the Transition Plan, staff weren’t sure that the City would be able to keep up the pace of 350 curb ramps per year and reduced the annual goal to 200 ramps per year for the following years. As Council is aware, voters continued to pass street repair bond measures and the City continued the increased pavement preservation program. From 2021 to 2023, 908 curb ramps have been constructed or replaced (average of 302 ramps per year).

The 2018 memo also identified a funding need to respond to site specific community requests for curb ramp construction or replacement. Public Works Engineering and Maintenance Divisions coordinate to respond to these requests and to identify the needed action from minor repairs to full replacement or construction. Starting in 2021, approximately \$150,000 per year in local gas tax has been budgeted to design and contract the construction of site-specific curb ramp requests. This program is proposed to continue in the draft 2026 – 2031 Capital Improvement Plan (CIP).

Going Forward

Staff identified four primary goals in considering options to repair and construct more sidewalks in Eugene:

- Support Vision Zero goals by addressing sidewalk hazards and network gaps
- Relieve cost burden on homeowners and identify ongoing funding source(s)
- Improve the condition of Eugene’s sidewalks over the next 10 years
- Improve work processes related to resolving tree and sidewalk conflicts through Urban Forestry and the Maintenance Division collaboration.

Staff have identified the following options with these goals in mind:

- **Expand eligibility for Local Improvement Assistance Fund** – Described in EC 7.195, Eugene Code allows for the deferral, extension, or modification of local improvement assessment payments for eligible property owners. Eligible property owners must meet both age and income

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requirements for the financial assistance. Historically, this assistance has been provided to eligible property owners for local improvement districts formed by City Council per EC 7.160 – 7.265.

Staff have noted that EC 7.195 allows for this assistance to be used for sidewalk repairs upon notification of deficient sidewalks by the City pursuant to EC 7.154. Staff are investigating the balance and source of these funds, and based on their findings, propose to expand the use as allowed by this Code section as part of a pilot program. Property owners would be informed of the assistance as part of the notification letters. The pilot program is proposed to last three years, or until the available funds are exhausted. After three years, the pilot program will be evaluated and based on the use of the program, staff anticipate a proposal to continue funding the program and expanding the eligibility criteria for assistance.

- **Scale up the existing Sidewalk Repair Program.** Identify what is needed to be able to scale up the existing hazardous sidewalk program led by Public Works Maintenance.
- **Create a pilot program to include sidewalk repairs on capital projects.** Notify property owners of sidewalk deficiencies and responsibilities prior to a planned capital project. The notification would include the option for the City to add the work to the capital project at the property owner's expense. Allow the use of expanded financial assistance to eligible property owners, described above. Also, include the construction or repair of sidewalks fronting City-owned properties as part of capital improvements in the right of way or on city facilities, including parks, parking lots and garages, and buildings, although the funding of the sidewalk fronting City-owned facilities still needs to be determined.
- **Consider pursuing a new citywide funding source** such as a sidewalk fee or bond to support the repair and construction of more sidewalks in Eugene.
- **Create a public messaging campaign** and update City webpages to educate community members and property owners about sidewalk responsibilities and financial assistance opportunities.
- Explore feasibility of a new **Point-of-Sale sidewalk repair requirement** as condition of property sale.

Staff will continue to explore these and other potential options for increasing sidewalk repairs in the community. In the coming year, staff would like to schedule a work session with City Council to share an update and explore potential actions where City Council approval would be needed.