

**ADMINISTRATIVE ORDER NO. 58-23-13**  
**of the**  
**Traffic Engineer of Public Works Maintenance's Traffic Operations Team**  
**of the City of Eugene**

**CONCERNING ON-STREET PARKING ON JEFFERSON STREET**  
**The Traffic Engineer of Public Works Maintenance's Traffic Operations Team of the**  
**City of Eugene finds that:**

**A.** Under the provisions of Chapter IV, Section 16 of the Eugene Charter of 2002, the City Manager is designated as the administrative head of the City and is specifically authorized to enforce all ordinances of the City. In addition, EC 5.040 authorizes the City Manager or the Manager's designee to "establish, maintain, remove, or alter . . . parking areas and time limitations, including the form of permissible parking" and to "impose conditions upon which the streets and other public property may be used for parking." EC 5.055 sets forth the criteria the City Manager or the City Manager's designee should consider when taking administrative action authorized by EC 5.040.

**B.** On August 5, 2020, the City Manager issued Administrative Order No. 58-20-17 granting the Executive Director of the Public Works Department the authority to exercise all of the duties and responsibilities specifically defined as those of the City Manager in Sections 5.040, 5.045 and 5.050 of the Eugene Code, 1971. That Order also granted the Executive Director of the Public Works Department the authority to further delegate those duties and responsibilities to such person or persons qualified to perform the delegated duties.

**C.** On August 6, 2020, the Executive Director of the Public Works Department issued Administrative Order No. 58-20-18 granting the City Engineer the authority to perform the duties and responsibilities specifically defined as those of the City Manager in Sections 5.040, 5.045 and 5.050 of the Eugene Code, 1971. That Order also granted the City Engineer the authority to further delegate those duties and responsibilities to such person or persons qualified to perform the delegated duties.

**D.** On August 11, 2020, the City Engineer issued Administrative Order No. 58-20-19 granting the Traffic Engineer of Public Works Maintenance's Traffic Operations Team the authority to perform the duties and responsibilities specifically defined as those of the City Manager in Sections 5.040, 5.045 and 5.050 of the Eugene Code, 1971.

**E.** For purposes of public health, safety, and welfare, it is necessary to remove and modify parking on a portion of Jefferson Street.

**F.** In making the decision, I have considered all of the applicable criteria set forth in EC 5.055. The following findings support my decision to limit parking in this area to 2-hour time-limited parking 7:00 a.m. to 11:00 p.m., Monday to Sunday.

*(a) Traffic engineering principles and traffic investigations.*

- i. Classification - The portion of Jefferson Street between W 4th Avenue and W 5th Avenue as shown in Exhibit A is classified as a major collector street with a speed limit of 30 miles per hour. For the first 203 feet north of the intersection between Jefferson Street and W 5<sup>th</sup> Avenue, the street segment is approximately 34 feet wide with two-way car travel and no on-street parking. Approximately 203 feet north of the intersection between Jefferson Street and W 5<sup>th</sup> Avenue, the street widens to approximately 48 feet and has car parking on the east side of the street. There are sidewalks on both sides of the street segment. On the east side of the street segment, the sidewalk portion from the intersection with W 5th Avenue and Jefferson to approximately 203 feet north, arcs into the park. The remaining portion of the sidewalk on the east side of the street runs adjacent to the curb. There are bike lanes on both sides of the street.
- ii. Classification – The portion of Jefferson Street between W 1<sup>st</sup> Avenue and the train tracks as shown in Exhibit A is classified as a major collector with a speed limit of 30 miles per hour. For approximately 180 feet north of the railroad tracks and approximately 170 feet south of W 1<sup>st</sup> Avenue, the road is approximately 32 feet wide. The remaining portion of the street segment is approximately 46 feet wide.
- iii. Vehicle Crashes - There were no motor vehicle crashes reported between 2007 and 2020 on the portion of Jefferson Street between W 4th Avenue and W 5th Avenue.
- iv. Vehicle Crashes – There were two motor vehicle crashes reported between 2007 and 2020 on the portion of Jefferson Street between the railroad tracks and W 1<sup>st</sup> Avenue (one with possible injury and one with property damage only).

*(b) Standards, limitations, and rules promulgated by the Oregon Transportation Commission or the Oregon Public Utility Commission or their successors.*

There are no such standards, limitations or rules that apply.

*(c) Other recognized traffic control standards.*

The City will apply the Manual on Uniform Traffic Control Devices for size, type and location for sign installation.

*(d) The city's adopted transportation-related plans and policies.*

The City's 2035 Transportation System Plan does not include any policies that specifically relate to the provision or removal of on-street parking. Roadway and Parking Policy No. 1 a "Complete Streets Policy," is to "Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan's vision for growth and development in a responsible and efficient manner. A "complete street" allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street's basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City's environment." Limiting

parking to only the parking needed to ensure a traffic network that allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight is consistent with this policy.

*(e) Existing state and local laws regulating use of public ways.*

The use of the City's public ways for parking is regulated at the local level. EC 5.040(1)(h)(5) and EC 5.040(1)(p) establish authority to manage parking.

*(f) The efficient use of the public way by the public.*

Modification of parking allowances on Jefferson Street is needed for more efficient use of the roadway by ensuring parking for the nearby parks, including Washington-Jefferson Park.

*(g) The use of abutting property.*

Generally, there is park land on the eastern side of these two street segments and residential homes on the western side. On Jefferson Street between W 4<sup>th</sup> Avenue and W 5<sup>th</sup> Avenue, the abutting land use is Limited High Density Residential and Public Land. On Jefferson Street between the railroad tracks and W 1<sup>st</sup> Avenue, the abutting land use is Special Area and Public Land.

*(h) The intensity of use of the street by vehicles and pedestrians.*

- i. By Ordinance No. 20181, the City Council adopted the Street Classification Map that designated Jefferson Street between 5<sup>th</sup> Avenue and 1<sup>st</sup> Avenue as a major collector street. By Resolution 4608, the City Council adopted the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access Ways. Parking is an optional feature on streets.
- ii. There are sidewalks on both sides of the southern street segment on Jefferson between W 4<sup>th</sup> Avenue and W 5<sup>th</sup> Avenue. On the east side of the southern street segment, the sidewalk portion from the intersection with W 5<sup>th</sup> Avenue and Jefferson to approximately 203 feet north, arcs into the park. The remaining portion of the sidewalk on the east side of the street runs adjacent to the curb. This order will not impact, and may improve, accessibility of use by pedestrians.
- iii. On the northern street segment of Jefferson, between the railroad tracks and W 1<sup>st</sup> Avenue, there is a contiguous sidewalk on the western side of the street. On the western side, the sidewalk begins approximately 133 feet north of the railroad tracks and continues to W 1<sup>st</sup> Avenue, sometimes weaving through the park. This order will not impact, and may improve, accessibility of use by pedestrians.

*(i) The physical condition and characteristics of the street and abutting property.*

- i. The portion of Jefferson Street between W 4<sup>th</sup> Avenue and W 5<sup>th</sup> Avenue as shown in Exhibit A is classified as a major collector street with a speed limit of 30 miles per hour.

For the first 203 feet north of the intersection between Jefferson Street and W 5<sup>th</sup> Avenue, the street segment is approximately 34 feet wide with two-way car travel and no on-street parking. Approximately 203 feet north of the intersection between Jefferson Street and W 5<sup>th</sup> Avenue, the street widens to approximately 48 feet and has car parking on the east side of the street. There are sidewalks on both sides of the street segment. On the east side of the street segment, the sidewalk portion from the intersection with W 5<sup>th</sup> Avenue and Jefferson to approximately 203 feet north, arcs into the park. The remaining portion of the sidewalk on the east side of the street runs adjacent to the curb. There are bike lanes on both sides of the street.

- ii. The portion of Jefferson Street between W 1<sup>st</sup> Avenue and the train tracks as shown in Exhibit A is classified as a major collector with a speed limit of 30 miles per hour. For approximately 180 feet north of the railroad tracks and approximately 170 feet south of W 1<sup>st</sup> Avenue, the road is approximately 32 feet wide. The remaining portion of the street segment is approximately 46 feet wide.
- iii. On the southern street segment of Jefferson Street between W 5<sup>th</sup> Avenue and W 4<sup>th</sup> Avenue, the abutting properties on the western side include two one-story residential homes, one with a driveway, and one two-story multi-family residential complex with an asphalt surface parking lot. The abutting property on the eastern side of the street segment is a public park, Washington-Jefferson Park.
- iv. On the northern street segment of Jefferson Street between the railroad tracks and W 1<sup>st</sup> Avenue, the abutting properties on the western side include industrial and commercial buildings as well as multi-family, two-story residential housing with both asphalt surface parking lots and gravel parking lots. The abutting property on the eastern side of the street segment is a public park, Washington-Jefferson Park.

*(j) Emergencies.*

- i. Emergency service vehicles are accommodated through bi-directional travel on Jefferson Street. Modification of parking will provide additional room for travel and deployment of emergency vehicles.
- ii. Jefferson Street is designated as a 2<sup>nd</sup> Priority emergency ice and snow removal route.

*(k) The public health, safety and welfare.*

Extended on-street parking taking place in this area has resulted in a lack of turnover of vehicles for access to Washington Jefferson Park.

*(l) Special events of community interest including parades and public gatherings.*

There are no special events of community interest that occur on the segments of Jefferson Street as shown in Exhibit A.

*(m) Construction within or adjacent to the street.*

No construction is currently taking place on the portions of Jefferson Street shown in Exhibit A. The order will not impede, and may improve, access for the purpose of construction.

*(n) When establishing conditions upon the use of parking in the public way and city-owned parking facilities:*

*(1) Applicable and appropriate time limits;*

EC 5.135(1) prohibits the storage of a motor vehicle or personal property on the street for more than 72 hours. There are no additional time limits proposed for this area where parking is to be allowed (except as described at the end of this order and noted in Exhibit A).

EC 5.040 authorizes the City Manager or the Manager's designee to take administrative action establishing parking area time limitations, including the form of permissible parking, and imposing conditions upon which the streets and other public property may be used for parking. Notwithstanding any other administrative action to the contrary, the portions of the streets described below and depicted on the map attached as Exhibit A to this Order shall allow 2-hour public parking between 7:00 a.m. and 11:00 p.m., Monday through Sunday.

*(2) The vehicle type and purpose;*

Time-limited parking supports the intended land use of the adjacent park.

*(3) The relative, seasonal and special event demands for parking spaces within the areas of the requested parking;*

This Order is not a response to a request for new / additional parking spaces.

*(4) The other public uses for the property;*

The area is zoned Public Lane and the public parking areas are intended to serve that use.

*(5) The location and physical characteristics of the parking area or facility;*

For the southern street segment shown in Exhibit A, there is on-street parking on the east side of the street segment beginning approximately 187 feet south of W 4<sup>th</sup> Avenue, continuing north to approximately 15 feet north of W 4<sup>th</sup> Avenue. Additional existing parking on the west side of the street segment includes one (1) surface lot belonging to an adjacent multi-family housing complex and one driveway belonging to a residential home. For the northern street segment shown in Exhibit A, there is on-street parking on the east side of the street segment beginning at approximately 557 feet south of W 1<sup>st</sup> Avenue, continuing north to approximately 91 feet south of W 1<sup>st</sup> Avenue. There are four (4) parking lots on the western side of this street segment belonging to private businesses and multi-family housing, including a mixture of asphalt parking lots and gravel parking lots.

- (6) *The demand for operating revenues, the costs of operations and enforcement;*
- i. Modification of parking is not anticipated to significantly impact operating revenues.
  - ii. This area can be incorporated into current enforcement zones as it is adjacent to other regulated parking areas. If resources are not available for enforcement, then the parking restrictions may be revisited.
- (7) *The use of parking regulations to promote city adopted goals and policies;*  
Removal and modification of parking is consistent with city-adopted goals and policies.
- (8) *Abuse by applicants of any parking-related permits;*  
Not applicable.
- (9) *The impact on nearby commercial uses;*  
This order will not impact, and may improve, accessibility of use by customers of nearby commercial businesses.
- (10) *The ease of enforcing the provisions of this chapter; and*
- i. City staff prefer to establish parking time limits. This area can be incorporated into current enforcement zones as it is adjacent to other regulated parking areas.
  - ii. Prohibiting parking on portions of the street and establishing time limited parking zones creates turnover for the park.
- (11) *The availability of other parking spaces.*
- i. Parking is available on adjacent private property.
  - ii. Time-limited parking will create vehicle turnover on the street.

**On the basis of these findings, I order that:** On-street parking on the eastern side of Jefferson Street shall be 2-hour public parking and only in the green areas of Jefferson Street shown on the attached Exhibit A to this Order. This is more specifically described as follows:

- a. Only two-hour parking between the hours of 7:00 a.m. and 11:00 p.m., Monday through Sunday, shall be permitted on the east side of Jefferson Street between 4th Avenue and 5th Avenue beginning from approximately 187 feet south of W 4<sup>th</sup> Avenue, continuing north to approximately 15 feet north of W 4<sup>th</sup> Avenue.
- b. Only two-hour parking between the hours of 7:00 a.m. and 11:00 p.m., Monday through Sunday, shall be permitted on the east side of Jefferson Street between the railroad tracks and W 1<sup>st</sup> Avenue from approximately 557 feet south of W 1<sup>st</sup> Avenue, continuing north to approximately 91 feet south of W 1<sup>st</sup> Avenue.

No parking of any kind shall be permitted on areas of Jefferson Street between W 5<sup>th</sup> Avenue and W 4<sup>th</sup> Avenue not addressed in section a and b above.

Dated and effective this 17<sup>th</sup> day of April, 2023.



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**Christopher C. Henry, PE**  
Traffic Engineer of Public Works Maintenance's  
Traffic Operations Team



**Jefferson St from 4th Ave to 5th Ave  
East side only  
2 Hour Parking 7am-11pm**



**MUTCD 7-66 (L,R,D)**

**2 Hour Parking 7am-11pm**

**Yellow Curb**

**Legend change #30347 2 Hour Parking Anytime --> to 2 Hour Parking 7am-11pm Tow Away -->**  
Located on the E/S of Jefferson St 15ft N/O W 4th Ave. Install on existing wood light pole.

**Legend change #30346 No Overnight parking <--> to 2 Hour Parking 7am-11pm Tow Away <-->**  
Located on the E/S of Jefferson St 80ft S/O 4th Ave. Install on existing wood light pole.

**Relocate #30345 2 Hour Parking Anytime <--> to the E/S of Jefferson St 187ft S/O 4th Ave. Install on existing wood light pole. Legend change sign to 2 Hour Parking 7am-11pm Tow Away <-->**



**Jefferson St from W 1st Ave to Train Tracks  
2 Hour Parking 7am-11pm Tow Away  
Parallel Parking**

**EXHIBIT A**

