

ADMINISTRATIVE ORDER NO. 58-23-37
of the
City Engineer of the City of Eugene

**REMOVING ON-STREET PARKING FROM 8TH AVENUE,
CHARNELTON STREET, OLIVE STREET, AND SOUTH PARK STREET.**

The City Engineer 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. For purposes of public health, safety, and welfare, it is necessary to remove parking on the south side of East/West 8th Avenue from Lincoln Street to High Street, the north side of East 8th Avenue from West Park Street to East Park Street, the northernmost parking space on the east side of Charnelton Street south of 8th Avenue, the northernmost parking space on the west side of Olive Street south of East 7th Avenue, and the easternmost parking space on the north side of South Park Street west of East Park Street. See Exhibits A-D.

E. 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 remove parking as identified in Exhibits A-D:

(a) Traffic engineering principles and traffic investigations.

- i. By Ordinance No. 20181, the City Council adopted the Street Classification Map that designated West 8th Avenue from Lincoln Street to Willamette Street and East 8th Avenue from Willamette Street to Pearl Street as local streets. East 8th Avenue from Pearl Street to Mill Street is classified as a Minor Arterial Street. By Resolution 4608, the City Council adopted the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access Ways which includes travel lanes and bike lanes as standard features of Minor Arterial streets. Parking is an optional feature on Minor Arterial streets. Similarly, the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access Ways identifies that the removal of parking may occur on local streets based on the need for bike lanes as identified in the adopted transportation system plan. The Eugene 2035 Transportation System Plan (adopted 2017) calls for protected bike lanes on 8th Avenue from Lincoln Street to Mill Street. Removal of one on-street parking space on Charnelton Street, one on-street parking space on Olive, and one on-street parking space on South Park Street is necessary to develop vegetated stormwater planters and is not expected to negatively impact traffic or businesses on these blocks.
- ii. Parking utilization on East/West 8th Avenue from High Street to Lincoln Street varied between 27% and 72% depending on the block and time of day. There will be 34 parking spaces removed from the street and there is adequate off-street parking available along the corridor to accommodate observed parking demand.
- iii. From 2007 to 2018, there were 55 crashes on this section of 8th Avenue. This includes 45 automobile crashes, some with injuries (10 minor, 7 moderate, 3 major). Automobile crashes also accounted for 25 reports of property damage only. There were also 2 bicycle crashes since 2011 including 1 minor injury crash (2010), and 1 moderate injury crash (2016). There were also 8 pedestrian crashes recorded including 2 minor injury (2010, 2013), 4 moderate injury (2008, 2011, 2011, 2014), and 2 major injury (2008, 2012).

(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.

- i. The City will apply the Manual on Uniform Traffic Control Devices for size, type and location for sign installation and striping pursuant to ORS 810.200.
- ii. In the State Transportation Planning Rules, OAR 660-012-0610 outlines Bicycle System Requirements for cities and counties and includes a requirement to provide a connected bicycle network. Standards for these facilities may include the *Urban Bikeway Design Guide* and the *Designing for All Ages & Abilities* published by the National Association of City Transportation Officials (NACTO). The NACTO *Urban Bikeway Design Guide* identifies cycle tracks as attracting a wide range of bicyclists and improving perceived comfort and safety.

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

Removal of parking from the south side of East/West 8th Avenue from Lincoln Street to High Street and on the north side of 8th Avenue from West Park Street to East Park Street to facilitate standard width travel lanes, protected bike lanes, and one parking lane is consistent with the Eugene 2035 Transportation System Plan (TSP), adopted by City Council on June 26, 2017 as demonstrated below. The 8th Avenue protected bike lane is adopted as project PB-583 in the TSP.

System-Wide Policies

1. Foster neighborhoods where Eugene residents could meet most of their basic daily needs without an automobile by providing streets, sidewalks, bikeways, and access to transit in an inviting environment where all travelers feel safe and secure.
2. Consider safety first when making transportation decisions. Strive for zero transportation-related fatalities and severe injuries by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement. In furtherance of the City Council's adopted Vision Zero Action Plan (Administrative Order 58-19-04), prioritize safety improvements for people who walk, bike and use mobility devices because no loss of life or serious injury on our streets is acceptable.
3. Improve community health by designing streets and paths to encourage increased physical activity by the public.
4. Promote connections between modes of transportation to make each mode more efficient, such as by connecting bicycle routes and bus, train, and airport services to each other; and connections to transportation facilities extending outside the City's planning area.

Roadway and Parking Policies

1. ["Complete Streets Policy"] 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.

6. Continually optimize the efficiency of the transportation system through transportation system management (TSM) improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management (TDM) strategies, in combination with the projects identified in this TSP.

Bicycle Policies

1. Create conditions that make bicycling more attractive than driving for most trips of two miles or less.

2. Develop a well-connected and comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations.

3. Continually improve the comfort and safety of bicycling through design, operations, retrofits, and maintenance. Identify and develop “low stress” bikeways to attract new cyclists.

(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.

Removal of parking from the south side of East/West 8th Avenue from Lincoln Street to High Street and on the north side of 8th Avenue from West Park Street to East Park Street allows for installation of protected bike lanes, enables the public to use 8th Avenue in a safer, more comfortable and efficient multi-modal manner, is consistent with Eugene 2035 Transportation System Plan Goals and Policies, Eugene Climate Action Plan 2.0 actions, and Climate Recovery Ordinance goals and, therefore, is in the best interest of the public.

Removal of one on-street parking space on Charnelton Street, one on-street parking space on Olive, and one on-street parking space on South Park Street is necessary to develop vegetated stormwater planters and is not expected to negatively impact traffic or

businesses on these blocks. Capturing and detaining stormwater in-place is an efficient use of the public way.

(g) The use of abutting property.

- i. Existing Land Uses: zoning of adjacent properties includes PL public land and C-2/C-3 commercial. Uses include office buildings, restaurants, civic buildings, and housing.
- ii. Future Land Uses: development on 8th Avenue is consistent with downtown plans including a mix of commercial and civic uses. Future development will include a mix of housing, office, retail, and public spaces.

(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 8th Avenue as a local street. By Resolution 4608, the City Council adopted the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access Ways. On a local street parking is an optional feature when bike lanes are proposed.
- ii. There are sidewalks on both sides of the street segment. This order will not impact pedestrian mobility.

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

The portion of East and West 8th Avenue from Lincoln Street to Mill Street is posted at 20 mph. The curb to curb width of the street varies from approximately 34-feet to 43-feet. Generally, the segment of 8th Avenue from Lincoln Street to High Street includes 2 travel lanes, 1 bike lane, and 1 or 2 parking lanes, depending on width. The conversion of the street from one-way to two-way travel, necessitates the addition of an eastbound bike lane which will generally be accommodated by the removal of parking on the south side of 8th Avenue.

(j) Emergencies.

- i. Emergency service vehicles are accommodated through bi-directional travel on 8th Avenue. The addition of bike lanes will provide additional room for travel and deployment of emergency vehicles.
- ii. 8th Avenue is designated as a 3rd Priority emergency ice or snow removal route.

(k) The public health, safety and welfare.

Provision of protected bike lanes enables people to use bicycles for transportation safely and efficiently, supports a multi-modal transportation network, and supports the health, safety, and welfare of the traveling public.

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

Eugene Saturday Market operates in the Park Blocks on E 8th Avenue. The removal of on-street parking is not expected to negatively impact operations of Saturday Market.

(m) Construction within or adjacent to the street.

8th Avenue is being repaved between Mill Street and Lincoln Street and includes installation of the protected bike lane project. Removal of one on-street parking space on Charnelton Street, one on-street parking space on Olive, and one on-street parking space on South Park Street is necessary to develop vegetated stormwater planters as part of the paving project which utilizes federal funding and requires additional stormwater management and implements City policies related to utilizing water quality facilities to treat stormwater from existing impervious surfaces. Repaving activities provide an opportunity to implement a project identified in the TSP that necessitates removal of parking from the south side of 8th Avenue.

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

(1) Applicable and appropriate time limits;

Existing time limits for this area where parking is to be allowed shall remain in place.

(2) The vehicle type and purpose;

2-hour parking limits and marked commercial spaces shall remain in place where parking is not removed.

(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 commercially zoned and the public parking areas are intended to serve that use.

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

On-street parking will remain on one side of 8th Avenue from High Street to Lincoln Street. The 8th Avenue corridor includes parking garages, surface lots, and street parking on side streets that are available to serve the access needs of transportation users.

(6) The demand for operating revenues, the costs of operations and enforcement;

Removal and modification of parking is not anticipated to significantly impact operating revenues.

(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;*
The availability of off-street parking options along 8th Avenue is expected to serve the needs of customer parking. Remaining on-street parking spaces and two travel lanes are available to support the commercial uses requiring freight service.

(10) *The ease of enforcing the provisions of this chapter; and*
The reduction of parking spaces reduces the overall need for enforcement.

(11) *The availability of other parking spaces.*
i. Parking is available on adjacent properties.
ii. Commercial vehicle parking will remain available on the street.
iii. Existing time-limited parking will create vehicle turnover on the street.

On the basis of these findings, I order that:


As shown on Exhibits A-D, attached hereto:

1. On-street parking shall be removed from the south side of East/West 8th Avenue between Lincoln Street and High Street.
2. On street parking shall be removed from the north side of East 8th Avenue between West Park Street and East Park Street.
3. The northernmost parking space on the east side of Charnelton Street south of 8th Avenue shall be removed.
4. The northernmost parking space on the west side of Olive Street south of East 7th Avenue shall be removed.
5. The easternmost parking space on the north side of South Park Street west of East Park Street shall be removed.

Dated and effective this ____ day of July, 2023.

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Jenifer Willer (Jul 18, 2023 09:53 PDT)

Jenifer M. Willer, PE
City Engineer
City of Eugene Public Works

Exhibit A: Removal of on-street parking from the south side of East/West 8th Avenue between Lincoln Street and High Street, the north side of East 8th Avenue between West Park Street and East Park Street.

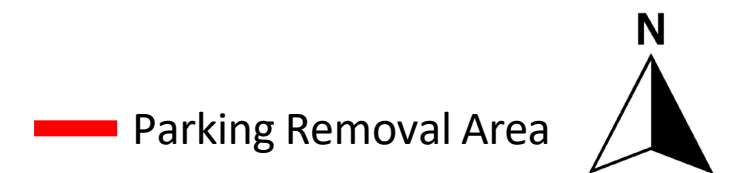
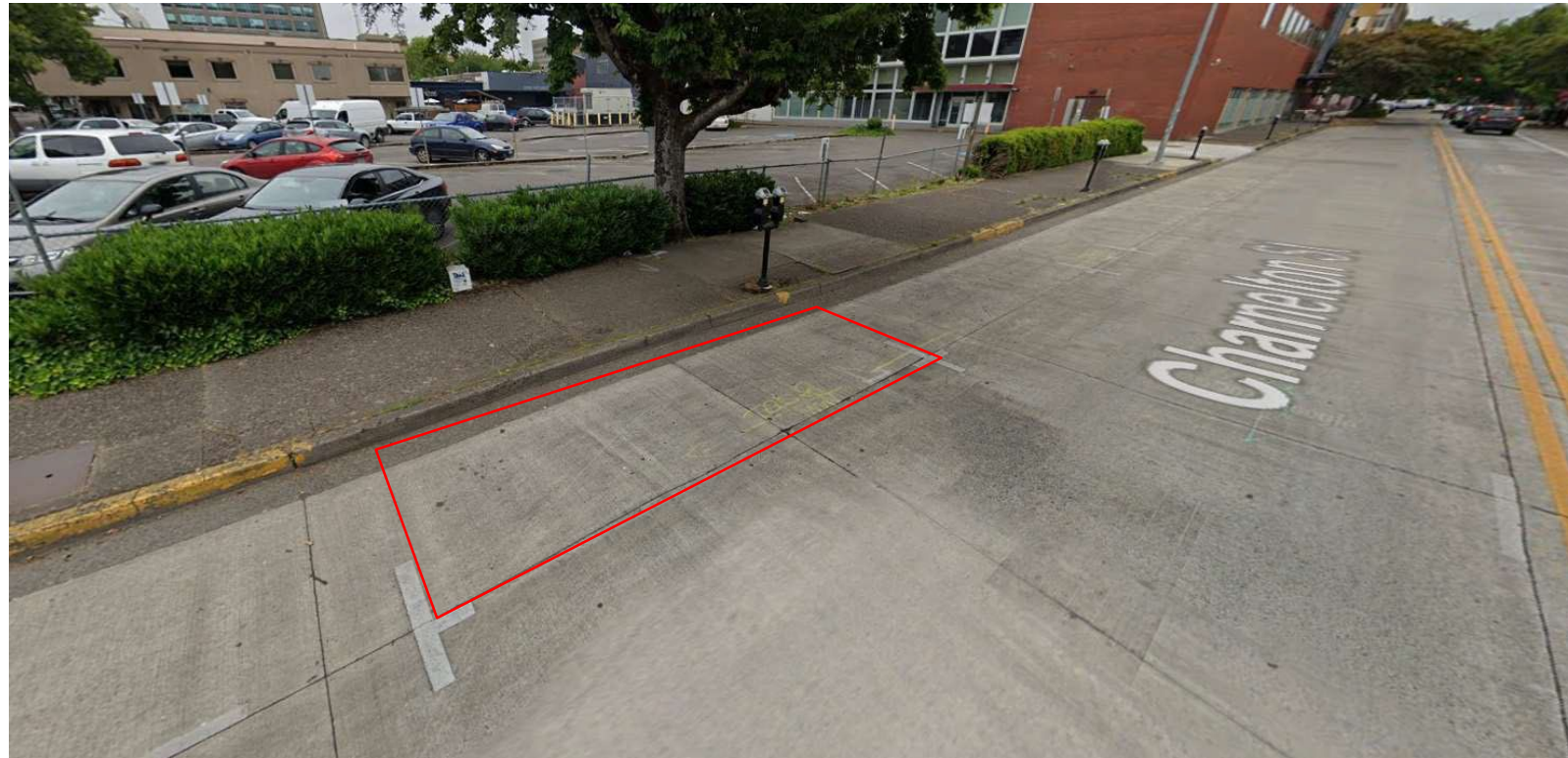


Exhibit B: The northernmost parking space on the east side of Charnelton Street south of 8th Avenue shall be removed.



 Parking Removal Area

Exhibit C: The northernmost parking space on the west side of Olive Street south of East 7th Avenue shall be removed.



 Parking Removal Area

Exhibit D: The easternmost parking space on the north side of South Park Street west of East Park Street shall be removed.



 Parking Removal Area