

**ADMINISTRATIVE ORDER NO. 58-24-20**  
**of the**  
**Traffic Engineer of Public Works Maintenance's Traffic Operations Team**  
**of the City of Eugene**

**CONCERNING ON-STREET PARKING ON WEST 14<sup>TH</sup> AVENUE**

**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 W 14th Avenue.

**F.** In making the decision, I have considered all the applicable criteria set forth in EC 5.055. The following findings support my decision to limit parking in this area to two-hour, time-limited parking and to remove some parking altogether.

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

- i. Classification – West 14<sup>th</sup> Avenue between Wilson Street and Wilson Court as shown in Exhibit A is classified as a local street with a speed limit of 20 miles per hour. The street segment is approximately 27 feet wide with parking both sides of the street, allowing approximately 13 feet of roadway for two-way travel in a residential area. There is not a sidewalk on the south side of the street segment. On the north side, the sidewalk begins approximately 95 feet west of the intersection with Wilson Street and continues south and then west to the end of the street. There are no bike lanes. There is a single parking bay available for disability access beginning approximately 80 feet west of the intersection between W 14<sup>th</sup> Avenue and Wilson Street, extending west approximately 51 feet.
- ii. Vehicle Crashes - There were no motor vehicle crashes reported between 2007 and 2021 on the portion of W 14<sup>th</sup> Avenue between Wilson Street and Wilson Court.

*(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 in residential areas. 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.*

Removal and modification of parking allowances on W 14th Avenue is needed for more efficient use of the roadway by ensuring access for residents to Berkeley Park. The roadway width is insufficient to support parking on both sides of the street.

*(g) The use of abutting property.*

The abutting land use is residential and public use for a neighborhood park.

*(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 W 14th 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. Parking is an optional feature on streets.
- ii. There are sidewalks on the north side of the street segment only. 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 West 14<sup>th</sup> Avenue between Wilson Street and Wilson Court as shown in Exhibit A is classified as a local street with a speed limit of 20 miles per hour. The street segment is approximately 27 feet wide with parking both sides of the street, allowing approximately 13 feet of roadway for two-way travel in a residential area. There is not a sidewalk on the south side of the street segment. On the north side, the sidewalk begins approximately 95 feet west of the intersection with Wilson Street and continues south and then west to the end of the street. There are no bike lanes. There is a single parking bay available for disability access beginning approximately 80 feet west of the intersection between W 14<sup>th</sup> Avenue and Wilson Street, extending west approximately 51 feet.
- ii. The abutting properties on the northern side of the street segment include a public park and an undeveloped residential area. The southern side of the street segment includes three single-story residential homes (one is a duplex) each with driveways. One of the driveways is only accessible on Wilson Court.

*(j) Emergencies.*

- i. Emergency service vehicles are accommodated through bi-directional travel on W 14th Avenue. Removal and modification of parking will provide additional room for travel and deployment of emergency vehicles.
- ii. W 14th Avenue is not designated as an emergency ice or snow removal route.

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

Extended on-street parking taking place in this area has resulted in limited access to Berkeley Park.

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

There are no special events of community interest that occur on the portion of W 14th Avenue as shown in Exhibit A.

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

No construction is currently taking place on the portion of W 14th Avenue as 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 two-hour public parking between 7:00 a.m. and 11:00 p.m. daily in the green areas and no parking in the red areas indicated in Exhibit A.

*(2) The vehicle type and purpose;*

Parking for vehicles of people accessing the park supports the intended land use.

*(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 Low-Density Residential, Medium-Density Residential, and Public Land. The public parking areas are intended to serve those uses.

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

Existing parking includes three driveways belonging to adjacent homes and on-street parking on both sides of the street, including a single parking bay for people with disabilities.

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

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

- ii. 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;*  
Removal and modification of parking supports adjacent residential and public land uses by ensuring the parking and adjacent travel lanes are available, as needed, to support those uses.
- (10) *The ease of enforcing the provisions of this chapter; and*
  - i. If resources are not available for enforcement, then the parking restrictions may be revisited.
- (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.
  - iii. Street parking will remain available on some portions of the street segment.

**On the basis of these findings, I order that:** Parking on W 14<sup>th</sup> Avenue between Wilson Street and Wilson Court shown in Exhibit A to this Order shall be restricted to and 2-hour public parking in the green area of W 14<sup>th</sup> Avenue shown on the attached Exhibit A to this Order and no parking in the red areas. 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. daily shall be permitted on the north side of W 14<sup>th</sup> Avenue at the intersection of the same street with Wilson Court beginning at approximately 26 feet west of the intersection, extending west approximately 100 feet; and
- b. No parking permitted between beginning at the intersection of W 14<sup>th</sup> Avenue and Wilson Street, extending west to the intersection between W 14<sup>th</sup> Avenue and Wilson Court.

Parking for people with disabilities will remain available.

**Dated and effective this 16<sup>th</sup> day of May, 2024.**



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



**Wilson St at W 14th Ave  
No Parking Tow Away  
2 Hour Parking 7am-11pm**



**MUTCD R7-2 (L,R,D)**

# **No Parking <-->**  
Located on the W/S of Wilson St 67ft N/O W 14th Ave

# **No Parking <-->**  
Located on the N/S of W 14th Ave 48ft W/O Wilson St

# **No Parking <-->**  
Located on the W/S of W14th Ave 60ft N/O Wilson Ct.

**No Parking Tow Away**

**Existing sign/support**  
#41616 No Parking <--> 11pm-6am Legend change to 2 Hour Parking 7am-11pm Mon- Sun <-->  
#41617 Tow Away Zone Legend change to No Parking Tow Away -->  
(Change to 12ft sq tube)



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

**Existing sign/support**  
#41618 No Parking --> 11pm-6am Legend change to 2 Hour Parking 7am-11pm Mon-Sun -->  
#41619 11PM-6AM Retire sign.

Disabled Parking

**2 hour Parking Zone**

**Existing sign/support**  
#41620 No Parking Tow Away <-- 11pm-6am Legend change to No Parking Tow Away <-- Retire #41621 Tow Away Zone

**Existing sign/support**  
#41622 No Parking Tow Away 11pm-6am <--> Legend change to No Parking Tow Away <--> Retire #41623 Tow Away Zone

