

ADMINISTRATIVE ORDER NO. 58-24-12
of the
City Engineer of the City of Eugene

CONCERNING ON-STREET PARKING ON HIGH 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.

D. On May 8, 2023, Administrative Order No. 58-23-23 was issued removing specific parking spaces on High Street. After project construction, it has been determined there are additional parking spaces to be removed to address traffic operations.

E. For the safety and welfare of the public, it is necessary to remove parking from the west side of High Street from 11th Avenue to Broadway, on the west side of High Street from 7th Avenue to 6th Avenue, the two southernmost parking spaces on the west side of High Street north of 6th Avenue, and 150 feet of parking on the east side of High Street south of 11th Avenue.

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 remove parking:

(a) Traffic engineering principles and traffic investigations.

- i. The portion of High Street between 11th Avenue and 6th Avenue is classified as a Minor Arterial street with a speed limit of 20 miles per hour. The street segment is

approximately 42 feet wide with parking on both sides of the street, one 5 foot wide bike lane, and approximately 10 foot wide travel lanes or turn lanes through the downtown central business district.

- ii. Parking utilization is generally low on High Street. Based on survey data from April and May 2018, parking utilization varied between 5% and 28% depending on block. The highest utilization was observed on the east side of High Street between 11th and 10th Avenue (28%) with the lowest utilization occurring on the west side of that same block (5%). All observed parking would fit on one side of the street.
- iii. From 2007 to 2020, there were 24 crashes on High Street from 11th Avenue to 6th Avenue. This includes two moderate injury bicycle crashes (2016, 2019) and a fatality at 11th Avenue in 2011. There was one moderate injury pedestrian crash (2018) at 6th Avenue. Automobile crashes included six moderate injury crashes, one with major injuries, four with minor injuries, and nine property damage only crashes.

(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 two-way cycle tracks as attracting a wide range of bicyclists, improving perceived comfort and safety, and eliminating out of direction travel on one-way streets.

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

- iii. Removal of parking from west side of High Street from 11th Avenue to Broadway, on the west side of High Street from 7th Avenue to 6th Avenue, the two southernmost parking spaces on the west side of High Street north of 6th Avenue, and 150 feet of parking on the east side of High Street south of 11th Avenue 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 High Street protected bike lane is adopted as project PB-18 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 west side of High Street from 11th Avenue to Broadway, on the west side of High Street from 7th Avenue to 6th Avenue, the two southernmost parking spaces on the west side of High Street north of 6th Avenue, and 150 feet of parking on the east side of High Street south of 11th Avenue allows for installation of protected bike lanes, enables the public to use High Street 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.

(g) The use of abutting property.

- i. Existing Land Uses: zoning of adjacent properties include C-2 commercial, R-3 residential, and GO office. Uses include office buildings, entertainment venues, commercial retail, and housing.
- ii. Future Land Uses: development of the Downtown and Riverfront urban Renewal Districts on the north end of High Street is ongoing and consistent with current land uses. On the rest of High Street, similar to current conditions, 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 High Street from 19th Avenue to 6th Avenue 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.

- ii. Pedestrian facilities on High Street include sidewalks on both sides of High Street, and crosswalks at every intersection within the parking removal area.

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

- i. The portion of High Street from 11th Avenue to Broadway and from 7th Avenue to 6th Avenue is classified as a Minor Arterial street with a speed limit of 20 miles per hour. The street segment is approximately 42 feet wide with parking on both sides of the street, one 5 foot wide bike lane, and approximately 10 foot wide travel lanes or turn lanes through the downtown central business district.
- ii. High Street from 6th Avenue to 5th Avenue is a Major Collector street with a speed limit of 20 miles per hour. This street segment is bi-directional and is 50 feet wide with one northbound 6 foot wide bike lane, two 8 foot wide parking lanes, two 14 travel lanes.
- iii. Abutting properties include a variety of 2+ story mixed use buildings and surface parking lots.

(j) Emergencies.

- i. Emergency service vehicles are provided two northbound travel lanes on High Street north of 11th Avenue. Removal of parking will provide additional room for travel and deployment of emergency vehicles.
- ii. High Street is designated a 2nd Priority Ice/Snow emergency route. The removal of on-street parking provides additional space for the storage of ice or snow.

(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.

High Street is not generally used as a parade route or to stage public gatherings. However, High Street is closed to traffic for a few hours each July 4th for the Butte to Butte running event. Removal of parking does not impact this event.

(m) Construction within or adjacent to the street.

- i. There is currently no significant construction occurring adjacent to High Street that would impact transportation mobility or access.

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

(1) Applicable and appropriate time limits;

- i. 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.
- ii. Within the parking removal area on High Street there are parking meters and commercially marked parking spaces. When these parking spaces are removed parking restrictions and time limits will no longer apply.

(2) The vehicle type and purpose;

Vehicles may park up to 2 hours on the east side of High Street. The time limits will encourage vehicle turnover to support nearby commercial use.

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

Adjacent uses include housing, professional offices and surface parking lots. On-street parking is not substantially impacted by seasonal needs or special events.

(4) The other public uses for the property;

A majority of 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;

- i. Existing off-street parking is available throughout the corridor via surface lots
- ii. 2-hour parking will remain available on the east side of High Street.

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

Removal of on-street parking from the west side of High Street from 11th to Broadway, from 7th to 6th Avenue, the two southernmost parking spaces on the west side of High Street north of 6th Avenue, and approximately 150 feet of parking from the east side of High Street south of 11th Avenue will result in the reduction of 52 standard parking spaces and one commercial parking space. Although that is a high number of parking spaces to remove, many on-street parking spaces are adjacent to surface parking lots. Additionally, the parking utilization was very low, ranging from just 5% utilization to 25% utilization, depending on the block. Operating revenues are not expected to be significantly impacted due to fees collected at adjacent surface lots and because all observed parking can be accommodated on one side of High Street.

(7) The use of parking regulations to promote city adopted goals and policies;

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;

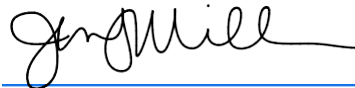
Modification of parking supports adjacent commercial uses by ensuring the parking, adjacent travel lanes, and bike lanes are available, as needed, to support the commercial uses.

- (10) *The ease of enforcing the provisions of this chapter; and*
- i. This segment of High Street is currently within a parking enforcement zone.
 - ii. Removal of on-street parking on portions of the street will allow for the reallocation of enforcement resources for more efficient practices.
- (11) *The availability of other parking spaces.*
- i. Parking is available on adjacent public and private property.
 - ii. On-street parking will continue to be available on the east side of High Street except for the 150 feet of parking south of 11th Avenue needed for traffic operations.

On the basis of these findings, I order that:

1. On-street parking shall be removed from the west side of High Street from 11th to Broadway, from 7th to 6th Avenue, the two southernmost parking spaces on the west side of High Street north of 6th Avenue, and approximately 150 feet of parking from the east side of High Street south of 11th Avenue .
2. Administrative Order No. 58-23-23, and any other Order in conflict herewith is repealed as of the effective date of this Order.
3. Notwithstanding the repeal of Administrative Order No. 58-23-23, all actions taken pursuant to that Order that are consistent with the provisions of this Order are ratified and affirmed.

Dated and effective this 17th day of May, 2024.



[Jenifer Willer \(May 17, 2024 10:08 PDT\)](#)

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