

ADMINISTRATIVE ORDER NO. 58-24-28
of the
City Engineer of the City of Eugene

CONCERNING ON-STREET PARKING ON JEFFERSON 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 Jefferson Street from W 11th Avenue to W 10th Alley (two on-street parking spaces) and on the east side of Jefferson Street from W 11th Avenue to the driveway of the residence at 591 W 11th Avenue (three on-street parking spaces). See Exhibit A for an aerial overview of proposed parking removal.

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 Jefferson Street between W 11th Avenue and W 10th Alley is classified as a Minor Arterial street with a speed limit of 30 miles per hour and is south bound only for

vehicles. There are set back sidewalks on both sides of Jefferson Street. The street segment is approximately 34 feet wide. At W 10th Alley, Jefferson Street has 7 foot-wide parking lanes on each side of the street and two 10 foot wide vehicle travel lanes. The two parking lanes are dropped as Jefferson Street approaches W 11th Avenue and a dedicated right turn lane is added. Jefferson Street returns to a configuration of two parking lanes and two vehicle travel lanes south of W 11th Avenue.

- ii. From 2007 to 2022, there were 54 reported vehicle crashes on Jefferson Street between W 10th Alley and W 11th Avenue, inclusive of crashes at the intersection of Jefferson Street and W 11th Avenue. Three of these 54 vehicle crashes resulted in major injuries, eight resulted in moderate injuries, 18 resulted in minor injuries, and 25 resulted in property damage only. There was one moderate injury pedestrian crash (2015) reported at the intersection of Jefferson Street and W 11th Avenue. There were no reported bicycle crashes between 2007 and 2022.
- iii. Jefferson Street and W 11th Avenue are identified as high crash streets in the City's Vision Zero Action Plan.
- iv. The use of more than one turn lane is to provide additional capacity for turning vehicles and limit congestion-related conflicts (such as que spillback into prior intersections). The need for additional capacity must be balanced with the potential for additional conflict points, between drivers as well as between pedestrians and drivers, and sight distance limitations, such as one turning lane blocking the sight lines for the other turning lane. Staff have received communications from the public experiencing these common challenges at this intersection.
- v. A traffic impact analysis was conducted in late 2023 to determine if traffic volumes are such that two lanes are needed for right turns at this intersection. The analysis considered converting the shared through/right turn lane to a through lane only, leaving one dedicated right turn lane for turning movements. The analysis concluded that such a change is unlikely to substantially increase vehicle queuing with no spillback into the prior intersection of W 10th Avenue and Jefferson Street but recommended that the no-parking area adjacent to the southbound dedicated right-turn lane be extended to accommodate the queue length of turning vehicles for the expected PM 95th percentile and maximum queue lengths.
- vi. Expanding the no-parking area on the west side of Jefferson Street to extend the existing turn lane further north will require shifting all lanes eastward as the turn lane is wider than a parking lane. The shifting of the lanes is such that there will no longer be enough space for on-street parking on the east side of Jefferson Street between W 11th Avenue and the driveway of the residence at 591 W 11th Avenue.

(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.

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

- i. Removal of parking from the west side of Jefferson Street from W 11th Avenue to W 10th Alley and on the east side of Jefferson Street from W 11th Avenue to the driveway of the residence at 591 W 11th Avenue to reduce crash risks and improve the W 11th Avenue and Jefferson Street intersection experience for all users is consistent with the Eugene 2035 Transportation System Plan (TSP), adopted by City Council on June 26, 2017, as demonstrated below.

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.

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.

Pedestrian Policies

1. Encourage walking as the most attractive mode of transportation for short trips (e.g., within one-half mile) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.

(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 west side of Jefferson Street from W 11th Avenue to W 10th Alley and on the east side of Jefferson Street from W 11th Avenue to the driveway of the residence at 591 W 11th Avenue eliminates the dual right turn lane reducing crash risk and improving the W 11th Avenue and Jefferson Street intersection experience for all users, is consistent with Eugene 2035 Transportation System Plan Goals and Policies and Eugene Vision Zero Action Plan pledge and, therefore, is in the best interest of the public.

(g) The use of abutting property.

- i. Existing Land Uses: zoning of adjacent properties is R-3 residential (limited high density residential). There are single family homes, duplexes and smaller apartment buildings (not more than two stories).
- i. Future Land Uses: the area is mostly developed with few to no empty lots, future development may focus on converting single family homes to multi-family homes or adding accessory dwelling units to backyards.

(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 from W 7th Avenue to W 13th 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 Jefferson Street near W 11th Avenue include setback sidewalks on both sides of Jefferson Street as well as pedestrian signal heads and curb ramps at the intersection of Jefferson Street and W 11th Avenue.

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

- ii. The portion of Jefferson Street between W 11th Avenue and W 10th Alley is classified as a Minor Arterial street with a speed limit of 30 miles per hour and is south bound only for vehicles. There are set back sidewalks on both sides of Jefferson Street. The street segment is approximately 34 feet wide. At W 10th Alley, Jefferson Street has 7 foot wide parking lanes on each side of the street and two 10 foot wide vehicle travel lanes. The two parking lanes are dropped as Jefferson Street approaches W 11th Avenue and another vehicle travel lane is added. Jefferson Street returns to a configuration of two parking lanes and two vehicle travel lanes south of W 11th Avenue.
- iii. Abutting properties include single family homes, duplexes, and smaller apartment buildings (not more than two stories).

(j) Emergencies.

- i. Emergency service vehicles on Jefferson Street approaching W 11th Avenue are provided two south bound travel lanes and one southbound to westbound travel lane. Removal of parking will provide additional room for travel and deployment of emergency vehicles.
- ii. Jefferson Street and W 11th Avenue in the area of interest are 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.

Removal of parking from the previously described section of Jefferson Street allows for safer operation of the W 11th Avenue and Jefferson Street intersection; reducing crash risk and supporting the health, safety, and welfare of the traveling public.

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

Jefferson Street is not generally used as a parade route or to stage public gatherings.

(m) Construction within or adjacent to the street.

- i. W 11th Avenue between Grant Street and Charnelton Street is being resurfaced beginning summer 2024. The resurfacing project will also replace sidewalk corners and ramps within the project limits and includes storm sewer repairs and replacement as well as some wastewater sewer extension work. As proposed, parking removal on Jefferson Street and modification of the Jefferson Street W and W 11th intersection will occur as part of the resurfacing project.

(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. There are no parking meters or commercially marked parking spaces along the section of Jefferson Street previously described. No parking meters or commercially marked parking spaces are being proposed.

(2) The vehicle type and purpose;

There are no restrictions on the type of vehicle or vehicle purpose along the section of Jefferson Street previously described. It is expected that most vehicles parked in the area are personal vehicles belonging to residents that live nearby or visitors. Work vehicles (plumbers' truck, landscaping trailer, etc.) and delivery vehicles may also use parking in the area on occasion.

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

Adjacent uses include single and multifamily housing. On-street parking is not substantially impacted by seasonal needs or special events.

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

The area around the section of Jefferson Street previously described is R-3 residential (limited high density residential). Storage of private vehicles is the most likely use of the street space not already designated as a travel lane. During storm and ice events, the area could also be used to temporarily store debris and snow.

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

Existing off-street parking is available on adjacent streets including W 11th Avenue, W 10th Avenue, Washington Street, and Madison Street. Residences around the section of Jefferson Street previously described have off street parking in driveways and garages, on surface lots, and spaces adjacent to alleys.

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

Removal of parking from the west side of Jefferson Street from W 11th Avenue to W 10th Alley and on the east side of Jefferson Street from W 11th Avenue to the driveway of the residence at 591 W 11th Avenue will result in the reduction of 5 standard parking spaces. All five spaces proposed for removal are currently free and not time limited, thus operating revenues and enforcement are not expected to be impacted.

(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 is not expected to impact nearby commercial uses (located one to three blocks to the west).

(10) *The ease of enforcing the provisions of this chapter; and*

i. This segment of Jefferson Street is currently not within a parking enforcement zone.

(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 adjacent streets and along Jefferson Street outside of the section previously described.

On the basis of these findings, I order that:

1. On-street parking shall be removed from the west side of Jefferson Street from W 11th Avenue to W 10th Alley (two on-street parking spaces) and on the east side of Jefferson Street from W 11th Avenue to the driveway of the residence at 591 W 11th Avenue (three on-street parking spaces).

Dated and effective this ____ day of July, 2024.

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07/12/2024



Jenifer Willer (Jul 12, 2024 10:01 PDT)

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

EXHIBIT A: Aerial overview of proposed parking removal

