

ADMINISTRATIVE ORDER NO. 58-25-06

**of the
City Engineer
of the City of Eugene**

**CONCERNING ON-STREET PARKING ON EAST 24TH AVENUE
BETWEEN HILYARD STREET AND AGATE 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 the safety and welfare of the public, it is necessary to remove parking on the north side of E 24th Avenue from Hilyard Street to Alder Street and on the south side of E 24th Avenue from Alder Street to Agate Street. Parking will remain on the north side of E 24th Avenue between Nixon Street and Agate Street. See Exhibit A for an aerial overview of proposed parking removal.

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:

(a) Traffic engineering principles and traffic investigations.

- i. The portion of E 24th Avenue from Hilyard Street to Agate Street is functionally classified as a Minor Arterial street with a speed limit of 30 miles per hour with two reduced speed school zones of 20 miles per hour. One reduced speed school zone begins approximately 178 feet west of Alder Street and extends west past Hilyard Street, the other reduced speed school zone is between approximately 65 feet east of Emerald Street and 113 feet west of Emerald Street. The street segment is bi-directional, has two vehicle travel lanes, is approximately 36 feet wide with a six-foot parking lane on one side of the street for most of its length: on the north side between Hilyard Street and Alder Street and on the south side of the street between Alder Street and Nixon Street. There is parking on both sides of the street for a short section between Nixon Street and Agate Street. The parking on the north side of the street between approximately 140 feet east of the intersection of E 24th Avenue and Nixon Street and approximately 56 feet west of the intersection of E 24th Avenue and Agate Street is time limited to 30-minutes Monday through Friday, 7am-6pm. The time limited parking area is approximately 53 feet in length. This is the only time limited parking between Hilyard Street and Agate Street. There are approximately five-foot wide bike lanes on both sides of the street segment, approximately 10-foot-wide travel lanes, and an approximately 10-foot-wide turn lane at the intersection of E 24th Avenue and Hilyard Street. The street widens to approximately 42 feet wide near the intersection of E 24th Avenue and Hilyard Street and 40 feet near the intersection of E 24th Avenue and Agate Street. There is a bike share station located approximately 50 feet west of the intersection of E 24th Avenue and Agate Street.
- ii. Parking counts were taken on E 24th Avenue and side streets one block north and one block south of E 24th Avenue between October and November of 2024. Parking counts were taken on all days of the week at various times of day. Parking counts indicate side streets have capacity to absorb parking displaced from E 24th Avenue between Hilyard Street and Agate Street. The observed average number of vehicles parked on E 24th Avenue is 32. There are approximately 270 unrestricted on-street parking spaces on side streets adjacent to the street segment; the observed average number of parked vehicles on side streets is 129, leaving 141 available spaces.
- iii. From 2007 to 2022, there were 59 crashes on E 24th Avenue from Hilyard Street to Agate Street. This includes one serious injury crash (level a) in 2018, 17 minor injury crashes (level b), 20 possible injury crashes (level c), and 21 property damage only crashes (PDO). These include 10 minor injury crashes (level b) involving people walking/biking and 4 possible injury crashes (level c) involving people walking/biking.

(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 Oregon 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 *Designing for All Ages & Abilities* published by the National Association of City Transportation Officials (NACTO) as well as the United States Department of Transportation's Federal Highway Administration's *Bikeway Selection Guide*. The NACTO *Urban Bikeway Design Guide* recommends "Convert conventional or buffered lanes to protected lanes if motor vehicle speeds and volumes cannot be otherwise reduced and where there is high curbside activity or peaks of intensive demand such as retail-heavy streets, or around schools, large employers, institutions, and entertainment districts." Frequent destinations serviced by this street segment include: the commercial area at the southeast corner of the intersection of E 24th Avenue and Hilyard Street, four nearby schools (Roosevelt Middle School, South Eugene High School, Edison Elementary School, and the University of Oregon), and many nearby recreational sites (Hilyard Community Center, Amazon Community Center, Amazon Ball Fields, Amazon Park, Kidsports, the YMCA, Amazon shared-use path, and University Park).

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

- i. Removal of parking from the north side of E 24th Avenue from Hilyard Street to Alder Street and the south side of E 24th Avenue from Alder Street to Agate Street to facilitate standard width travel lanes and protected bike lanes is consistent with the Eugene 2035 Transportation System Plan, 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.

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.

2. Continually optimize the efficiency of the transportation system through transportation system management improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management strategies, in combination with the projects identified in this Transportation System Plan.

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.

Transportation Priorities and Project Categories

1. Project Number PB-589 identifies the need for protected bike lanes on E 24th Avenue from Willamette Street to Alder Street.

(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 north side of E 24th Avenue from Hilyard Street to Alder Street and the south side of E 24th Avenue from Alder Street to Agate Street allows for installation of protected bike lanes, enables the public to use E 24th 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.

(g) The use of abutting property.

- i. Existing Land Uses: zoning of adjacent properties includes C-1 neighborhood commercial, R-1 low-density residential, and PL public land. Uses include commercial retail, housing, a place of worship and 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 E 24th Avenue from Hilyard Street to Agate Street 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 E 24th Avenue include sidewalks on both sides of E 24th Avenue and marked crosswalks at the intersections with Hilyard Street, Alder Street, Harris Street, University Street, and Emerald Street.
- iii. Frequent destinations serviced by this street segment include: the commercial area at the southeast corner of the intersection of E 24th Avenue and Hilyard Street, nearby schools (Roosevelt Middle School, South Eugene High School, and Edison Elementary School, and University of Oregon), and nearby recreational sites (Hilyard Community Center, Amazon Community Center, Amazon Ball Fields, Amazon Park, Kidsports, the YMCA, Amazon shared-use path, and University Park).

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

- i. The portion of E 24th Avenue from Hilyard Street to Agate Street is functionally classified as a Minor Arterial street with a speed limit of 30 miles per hour with two reduced speed school zones of 20 miles per hour. One reduced speed school zone begins approximately 178 feet west of Alder Street and extends west past Hilyard Street, the other reduced speed school zone is between approximately 65 feet east of Emerald Street and 113 feet west of Emerald Street.
- ii. The street segment is bi-directional, has two vehicle travel lanes, is approximately 36 feet wide with a substandard width six-foot parking lane on one side of the street for most of its length: on the north side between Hilyard Street and Alder Street and on the south side of the street between Alder Street and Nixon Street. There is parking on both sides of the street for a short section between Nixon Street and Agate Street. The parking on the north side of the street between approximately 140 feet east of the intersection of E 24th Avenue and Nixon Street and approximately 56 feet west of the intersection of E 24th Avenue and Agate Street is time-limited to 30-minutes Monday through Friday, 7am-6pm, and is approximately 53 feet in length. This is the only time-limited parking between Hilyard Street and Agate Street.
- iii. There are approximately five-foot wide bike lanes on both sides of the street segment, approximately 10-foot-wide travel lanes, and an approximately 10-foot-wide turn lane at the intersection of E 24th Avenue and Hilyard Street. The 10-foot wide travel lanes are appropriate for the low-density residential zoning and 30mph (or less) posted speed on this street. The street widens to approximately 42 feet wide near the intersection of E 24th Avenue and Hilyard Street and 40 feet near the intersection of E 24th Avenue and Agate Street. There is a bike share station located approximately 50 feet west of the intersection of E 24th Avenue and Agate Street.
- iv. Abutting properties include single- and two-story commercial buildings, single- and two-story residential homes, a neighborhood park, and a place of worship.

(j) Emergencies.

- i. Removal of parking will provide additional room for travel and deployment of emergency vehicles.
- ii. E 24th Avenue is designated a 2nd Priority Ice/Snow emergency route. The removal of on-street parking provides additional space for snow removal vehicles to store snow and clear the street in an emergency.

(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.

East 24th Avenue is not currently used as a parade route or to stage public gatherings. The Eugene Marathon route has included the segment of E 24th Avenue between Agate Street and Harris Street. Removal of parking is not expected to impact parades, public gatherings, or the Eugene Marathon

(m) Construction within or adjacent to the street.

- i. Planned construction includes University Park renovations in 2025 and E 24th paving (Harris Street to Agate Street) in 2025. Planned construction is not expected to create long term impacts to 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 E 24th Avenue, there are no parking meters or commercially-marked parking spaces. This Order does not establish conditions for parking.
- iii. Within the parking removal area on E 24th Avenue, there is one area that has a 30-minute parking time limit from Monday through Friday, 7am-6pm, exclusive of holidays. This area is on the north side of E 24th Avenue, between approximately 140 feet east of the intersection of E 24th Avenue and Nixon Street and approximately 56 feet west of the intersection of E 24th Avenue and Agate Street. The time limited parking area is approximately 53 feet in length. This on-street parking area will remain, but will shift south approximately 8 feet south, so the west bound bike lane on E 24th Avenue will run between the north side curb and parking area. Approximately 8 feet of the parking area will be used for a bikeshare station.

(2) The vehicle type and purpose;

Current on-street parking is used to access the commercial area at the southeast corner of E 24th Avenue and Hilyard Street as well as nearby homes, schools, and recreation areas.

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

Adjacent uses include housing, a neighborhood park, a place of worship, commercial areas and surface parking lots. Large events put on or hosted by the University of Oregon, such as the Olympic Trials, can increase demand for parking along E 24th Avenue and neighboring street.

(4) The other public uses for the property;

A majority of the area is residentially 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 street segment on surface lots at commercial areas and places of worship and in residential driveways.

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

All spaces proposed for removal are free, thus operating revenues 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;

There are two neighborhood commercial areas along the parking removal area; a larger commercial area on multiple lots with surface parking lots at the southeast corner of Hilyard Street and E 24th Avenue and a single lot commercial area at the northwest corner of E 24th Avenue and Agate Street. The commercial building on Agate Street is currently vacant. There is a 53-foot long 30-minute parking zone (Monday through Friday, 7am-6pm) along the 24th Avenue side of the building.

Removal of on-street parking may negatively impact commercial uses by reducing the number of sales to driving customers if drivers are unwilling to park on side streets when surface parking lots are filled (where available) or are unwilling to take alternative transportation. Commercial uses may be further impacted if employees who drive are unable to find reasonable parking on sides street or take alternative transportation to work. Removal of on-street parking may support adjacent commercial uses by ensuring bike lanes are available and safe to access, as needed, to support the commercial uses.

Removal of on-street parking is not expected to impact deliveries to the commercial area near Hilyard Street as these areas have surface parking lots and alley access. Deliveries to the commercial lot on Agate Street could become more difficult because delivery drivers may have more competition for the remaining on-street parking spots on E 24th Avenue and side streets, forcing drivers to use hand carts and walk greater distances to make deliveries. The two 30-minute parking zones, one on E 24th Avenue and one on Agate Street, will help encourage parking turnover and could be designated as delivery zones if needed.

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

- i. Removal of on-street parking on the north side of E 24th Avenue between Hilyard Street and Alder Street and on the south side of E 24th Street between Alder Street and Agate Street will allow for the reallocation of enforcement resources for other uses.

(11) *The availability of other parking spaces.*

- i. Parking is available on adjacent public and private property, including one commercial surface lot, one place of worship surface lot, residential driveways, and on-street parking on adjacent side streets.
- ii. Parking counts indicate side streets have capacity to absorb parking displaced from E 24th Avenue between Hilyard Street and Agate Street. The observed average number of vehicles parked on E 24th Avenue is 32. There are approximately 270 unrestricted on-street parking spaces on side streets adjacent to the street segment; the observed average number of parked vehicles on side streets is 129, leaving 141 available spaces.


On the basis of these findings, I order that on-street parking shall be removed from the north side of E 24th Avenue between Hilyard Street and Alder Street and on the south side of E 24th Street between Alder Street and Agate Street.

Dated and effective this 17th day of April, 2025. [OBJ]

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Jenifer Willer (Apr 17, 2025 12:51 PDT)

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