

ADMINISTRATIVE ORDER NO. 58-25-09
of the
Traffic Engineer of Public Works Maintenance's Traffic Operations Team
of the City of Eugene

CONCERNING ON-STREET PARKING ON JESSEN DRIVE

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 Jessen Drive.

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 from 7:00 a.m. to 11:00 p.m., Monday through Sunday, except legal holidays. The two-hour parking signs will also be clearly marked as tow-away zones if the time limit is exceeded.

(a) Traffic engineering principles and traffic investigations.

- i. Classification – The portion of Jessen Drive between Devos Street and Primrose Street as shown in Exhibit A is classified as a local street with a speed limit of 20 miles per hour. The street segment between Devos Street and Golden Gardens Street is approximately 34 feet wide with parking on both sides of the street, allowing approximately 20 feet of roadway for two-way travel in a residential area abutting a public park. Jessen Drive between Golden Gardens Street and approximately 425 feet east of the intersection of Jessen Drive and Golden Gardens Street is an unimproved gravel surface. Jessen Drive from approximately 425 feet east of the intersection of Jessen Drive and Golden Gardens Street to Primrose Street is a half-street improvement on the south side with a street width of 21 feet and parking on the south side of the street leaving 14 feet for two-way travel. Sidewalks are present on both sides of the street segment: on the north and south sides of the street starting approximately 190 feet east of the intersection with Devos Street heading east approximately 732 feet and starting again on the south side of the street approximately 426 feet east of the intersection with Golden Gardens Street heading east approximately 597 feet. There are no bike lanes.
- ii. Vehicle Crashes - There was one motor vehicle crash (with property damage only) reported between 2007 and 2021 on the portion of Jessen Drive between Devos Street and Primrose Street.

(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 of 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 transportation network that allows safe travel for automobiles and emergency responders, bicycles, walking, transit, 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 Jessen Drive is needed for more efficient use of the roadway by ensuring vehicle turnover during the hours that Golden Gardens Park is open to the public.

(g) The use of abutting property.

The abutting land use is zoned Agricultural and Low-Density Residential.

(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 Jessen Drive 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 both sides of the street segment: on the north and south sides of the street starting approximately 190 feet east of the intersection with Devos Street heading east approximately 732 feet and starting again on the south side of the street approximately 426 feet east of the intersection with Golden Gardens Street heading east approximately 597 feet. 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 Jessen Drive between Devos Street and Primrose Street as shown in Exhibit A is classified as a local street with a speed limit of 20 miles per hour. The street segment between Devos Street and Golden Gardens Street is approximately 34 feet wide with parking on both sides of the street, allowing approximately 20 feet of roadway for two-way travel in a residential area abutting a public park. Jessen Drive between Golden Gardens Street and approximately 425 feet east of the intersection of Jessen Drive and Golden Gardens Street is an unimproved gravel surface. Jessen Drive from approximately 425 feet east of the intersection of Jessen Drive and Golden Gardens Street to Primrose Street is a half-street improvement on the south side with a street width of 21 feet and parking on the south side of the street leaving 14 feet for two-way travel. Sidewalks are present on both sides of the street segment: on the north and south sides of the street starting approximately 190 feet east of the intersection with Devos Street heading east approximately 732 feet and starting again on the south side of the street approximately 426 feet east of the intersection with Golden Gardens Street heading east approximately 597 feet. There are no bike lanes.
- ii. The abutting property on the northern side of the street segment includes Golden Gardens Park, which is open to the public between the hours of 7 a.m. and 11 p.m. daily. The southern side of the street segment includes 25 single-family homes with paved driveways.

(j) Emergencies.

- i. Emergency service vehicles are accommodated through bi-directional travel on Jessen Drive. Removal and modification of parking will provide additional room for travel and deployment of emergency vehicles.
- ii. Jessen Drive 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 decreased public access to Golden Gardens Park for community members.

(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 Jessen Drive as shown in Exhibit A.

(m) Construction within or adjacent to the street.

No construction is currently taking place on the portion of Jessen Drive 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 is 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 time-limited parking from 7:00 a.m. to 11:00 p.m., Monday through Sunday, except legal holidays. The two-hour parking signs will be clearly marked as tow-away zones if the time limit is exceeded.

(2) The vehicle type and purpose;

Two-hour time-limited parking for passenger and recreational vehicles visiting Golden Gardens Park during its hours of operation 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 includes a public park called Golden Gardens, and the public parking areas are intended to provide access to the park.

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

Existing parking includes on-street parking on both sides of the street.

(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. The City has resources to enforce this area. 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;

There are no nearby commercial uses on the portion of Jessen Drive between Devos Street and Primrose Street.

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

City staff prefer to establish parking time limits rather than prohibit parking entirely. The City has resources to enforce this area. 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.

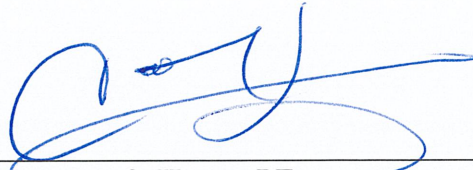
On the basis of these findings, I order that: Parking on Jessen Drive from Devos Street to Primrose Street shown in Exhibit A to this Order shall be restricted to two-hour time-limited parking related to park use on the adjacent property, and only in the green areas of Jessen Drive; and no parking only in the red areas of Jessen Drive shown on the attached Exhibit A to this Order. This is more specifically described as follows:

- a. No parking, enforced as a tow-away zone, shall be permitted at all times on the northside of Jessen Drive from the intersection of Jessen Drive and Devos Street to approximately 35 feet east of the intersection of Jessen Drive and Devos Street.
- b. Only two-hour parking shall be permitted from 7:00 a.m. to 11:00 p.m., enforced as a tow away zone, except on legal holidays, on the northside of Jessen Drive from approximately 35 feet east of the intersection of Jessen Drive and Devos Street to approximately 70 feet west of Golden Gardens Street.

- c. No parking, enforced as a tow-away zone, shall be permitted at all times on the northside of Jessen Drive from approximately 70 feet west of the intersection of Jessen Drive and Golden Gardens Street to approximately 15 feet west of Primrose Street.

No parking of any kind shall be permitted on areas of Jessen Drive not addressed in section a, b, or c above.

Dated and effective this 25th day of April, 2025.



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

