

ADMINISTRATIVE ORDER NO. 58-25-21
of the
Traffic Engineer of Public Works Maintenance's Traffic Operations Team
of the City of Eugene

CONCERNING ON-STREET PARKING ON JACOBS 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 Jacobs 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 commercial vehicles from 7:00 p.m. to 6:00 a.m., except legal holidays. The commercial vehicle only signs will be clearly marked as tow-away zones if the intended use is not met.

(a) Traffic engineering principles and traffic investigations.

- i. Classification - The portion of Jacobs Drive between Pattison Street and Fairfield Avenue 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 34 feet wide with parking on both sides of the street, allowing approximately 20 feet of roadway for two-way travel in a commercial and residential area. Sidewalks are present on the west side of the street segment from the intersection of Jacobs Drive and Fairfield Avenue heading approximately 1,753 feet northwest to the intersection of Jacobs Drive and Pattison Street. Sidewalks are present on the east side of the street segment from the intersection of Jacobs Drive and Fairfield Avenue heading approximately 1,753 feet northwest to the intersection of Jacobs Drive and Pattison Street. There are no bike lanes.
- ii. Vehicle Crashes - There were six motor vehicle crashes reported between 2007 and 2022 on the portion of Jacobs Drive between Pattison Street and Fairfield Avenue (two with suspected moderate injury, two with suspected minor injury, and two with property damage only).

(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 commercial or 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, 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 Jacobs Drive is needed for more efficient use of the roadway to increase vehicle turnover and create adequate clearance for truck and traffic access to and from adjacent commercial uses.

(g) The use of abutting property.

The abutting land use is commercial and 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 Jacobs Drive between Pattison Street and Fairfield 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 east and west side of the street segment. 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 Jacobs Drive between Pattison Street and Fairfield Avenue 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 34 feet wide with parking on both sides of the street, allowing approximately 20 feet of roadway for two-way travel in a commercial and residential area. Sidewalks are present on the west side of the street segment from the intersection of Jacobs Drive and Fairfield Avenue heading approximately 1,753 feet northwest to the intersection of Jacobs Drive and Pattison Street. Sidewalks are present on the east side of the street segment from the intersection of Jacobs Drive and Fairfield Avenue heading approximately 1,753 feet northwest to the intersection of Jacobs Drive and Pattison Street. There are no bike lanes.
- ii. The abutting properties on the eastern side of the street segment include three one-story commercial buildings with asphalt surface parking lots as well seven medium-density residential buildings. The western side of the street segment includes two one-story commercial buildings with asphalt surface parking lots, four medium-density residential buildings with asphalt parking lots, and five single-family homes with paved and unpaved driveways.

(j) Emergencies.

- i. Emergency service vehicles are accommodated through bi-directional travel on Jacobs Drive between Pattison Street and Fairfield Avenue. Removal and modification of parking will provide additional room for travel and deployment of emergency vehicles.
- ii. Jacobs Drive between Pattison Street and Fairfield Avenue is designated as a 3rd priority 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 unsafe vehicle passage and inadequate access for abutting commercial uses. The community has filed 140 requests for service in a one-year period from March 11th, 2024, to March 11th, 2025. Of those 140 requests, 112 were turned into work orders.

(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 Jacobs Drive between Pattison Street and Fairfield Avenue as shown in Exhibit A.

(m) Construction within or adjacent to the street.

No construction is currently taking place on the portion of Jacobs Drive between Pattison Street and Fairfield 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 commercial vehicles only between the hours of 7:00 p.m. and 6:00 a.m., except legal holidays. The commercial vehicle only signs will be clearly marked as tow-away zones if the intended use is not met.

(2) The vehicle type and purpose;

Parking for commercial vehicles 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 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;

Existing parking includes five surface lots belonging to adjacent businesses and 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;

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

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

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. Commercial vehicle parking will remain available on the street.

On the basis of these findings, I order that: Parking on Jacobs Drive between Pattison Street and Fairfield Avenue shown in Exhibit A to this Order shall be restricted to commercial vehicle parking only related to a commercial use on the adjacent property, and only in the red areas of Jacobs Drive shown in Exhibit A; This is more specifically described as follows:

- a. Commercial vehicle only parking shall be permitted from 7:00 p.m. to 6:00 a.m., Monday through Sunday, enforced as a tow-away zone, except on legal holidays, on the east side of Jacobs Drive from approximately 177 feet south of the intersection of Jacobs Drive and

Pattison Street to approximately 56 feet north of the intersection of Jacobs Drive and Concord Street.

- b. Commercial vehicle only parking shall be permitted from 7:00 p.m. to 6:00 a.m., Monday through Sunday, enforced as a tow-away zone, except on legal holidays, on the north side of Jacobs Drive from approximately 217 feet west of the intersection of Jacobs Drive and Fairfield Avenue to approximately 91 feet west of the intersection of Jacobs Drive and Fairfield Avenue.
- c. Commercial vehicle only parking shall be permitted from 7:00 p.m. to 6:00 a.m., Monday through Sunday, enforced as a tow-away zone, except on legal holidays, on the south side of Jacobs Drive from approximately 134 feet west of the intersection of Jacobs Drive and Fairfield Avenue to approximately 82 feet west of the intersection of Jacobs Drive and Fairfield Avenue.

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

Dated and effective this 28th day of July, 2025.



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

Jacobs from Pattison St to Concord St.

CMV Only 7:00pm to 6:00am Tow Away Zone

COMMERCIAL
MARKED
VEHICLES
ONLY

7P.M. - 6A.M.
TOW AWAY ZONE



MUTCD R7-76 (L,R,D)

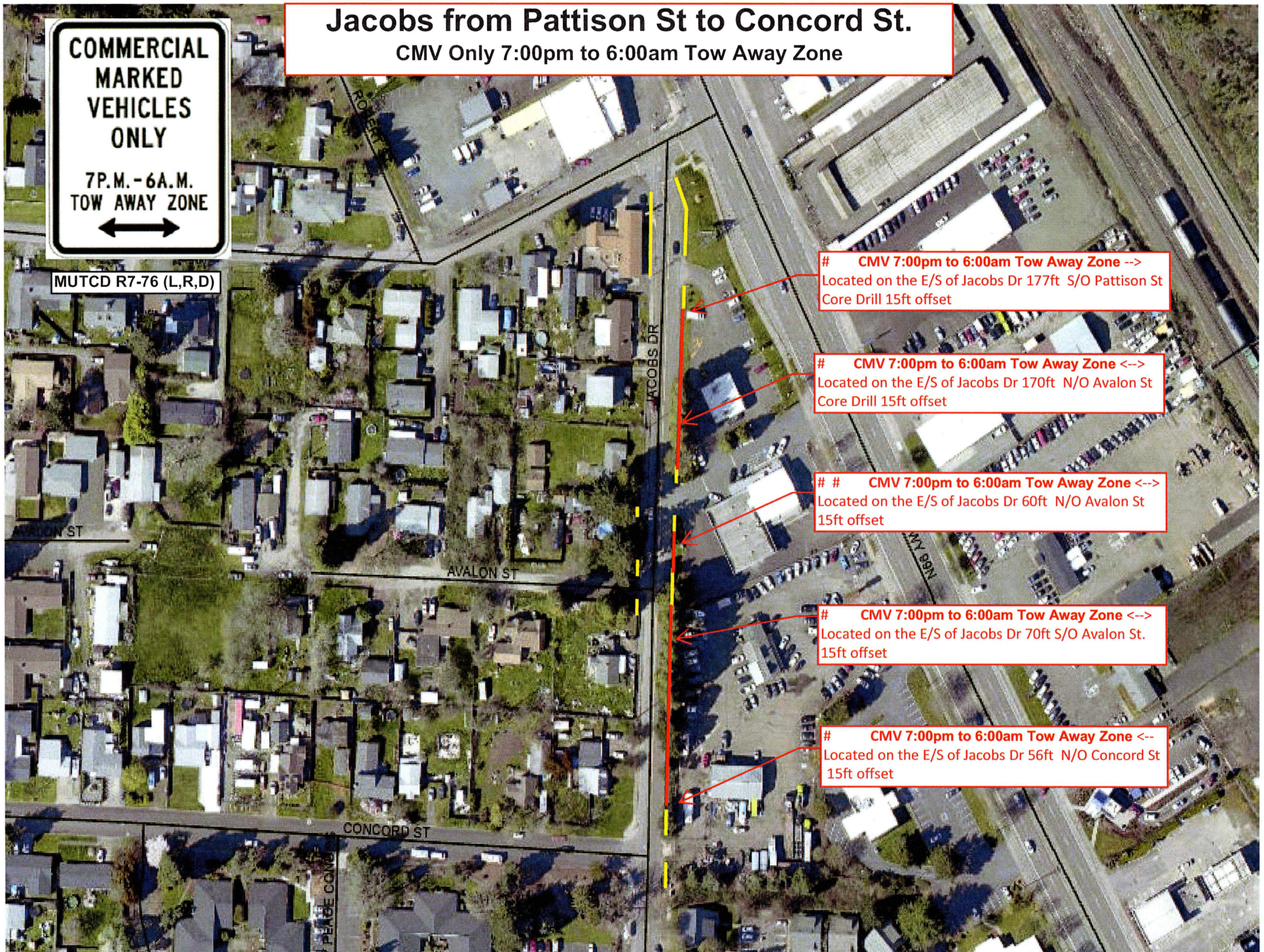
CMV 7:00pm to 6:00am Tow Away Zone -->
Located on the E/S of Jacobs Dr 177ft S/O Pattison St
Core Drill 15ft offset

CMV 7:00pm to 6:00am Tow Away Zone <-->
Located on the E/S of Jacobs Dr 170ft N/O Avalon St
Core Drill 15ft offset

CMV 7:00pm to 6:00am Tow Away Zone <-->
Located on the E/S of Jacobs Dr 60ft N/O Avalon St
15ft offset

CMV 7:00pm to 6:00am Tow Away Zone <-->
Located on the E/S of Jacobs Dr 70ft S/O Avalon St.
15ft offset

CMV 7:00pm to 6:00am Tow Away Zone <--
Located on the E/S of Jacobs Dr 56ft N/O Concord St
15ft offset



Jacobs at Fairfield Ave

CMV 7pm-6am Tow Away Zone

COMMERCIAL
MARKED
VEHICLES
ONLY

7P.M. - 6A.M.
TOW AWAY ZONE



MUTCD R7-76 (L,R,D)

Residential

Residential

CMV 7PM-6AM Tow Away Zone --->
Located on the N/S of Jacobs Dr 217ft W/O Fairfield Ave
Sq tube 10ft

CMV 7PM-6AM Tow Away Zone <-->
Located on the N/S of Jacobs Dr 190ft W/O Fairfield Ave
Sq tube 10ft

CMV 7PM-6AM Tow Away Zone <-->
Located on the N/S of Jacobs Dr 91ft W/O Fairfield Ave
Replace existing support and reinstall # 14215 Speed 25
Sq tube 12ft

CMV 7PM-6AM Tow Away Zone <-->
Located on the S/S of Jacobs Dr 110ft W/O Fairfield Ave

