

ADMINISTRATIVE ORDER NO. 58-25-31

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

**CONCERNING ON-STREET PARKING ON KINSROW AVENUE
BETWEEN MARTIN LUTHER KING JR. BOULEVARD AND COMMONS
DRIVE**

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 motor vehicle parking on the south side of Kinsrow Avenue between Martin Luther King Jr. Boulevard and Commons Drive beginning approximately 320 feet east of the intersection between Kinsrow Avenue and Martin Luther King Jr. Boulevard and extending approximately 24 feet farther east for the purpose of expanding an existing community bike share hub on the street. See Exhibit A.

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 motor vehicle parking:

(a) Traffic engineering principles and traffic investigations.

- i. The portion of Kinsrow Avenue between Martin Luther King Jr. Boulevard and Commons Drive shown in Exhibit A is classified as a neighborhood collector street with a speed limit

of 25 miles per hour. The street segment is approximately 34 feet wide with parking on both sides of the street in most places, allowing approximately 20 feet of roadway for two-way travel in a residential area. Sidewalks are present on both sides of the street. There are no bike lanes. There is an existing bike share hub located approximately 344 feet east of the intersection between Kinsrow Avenue and Martin Luther King Jr. Boulevard, extending approximately 17 feet farther east. There are also two on-street bike racks for bike parking located approximately 652 feet west of the intersection between Kinsrow Avenue and Commons Drive, extending approximately 22 feet farther west.

- ii. There were 15 motor vehicle crashes reported between 2019 and 2023 on the portion of Kinsrow Avenue between Martin Luther King Jr. Boulevard and Commons Drive (three with minor injuries, two with suspected injuries, and 10 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.

There are no recognized traffic control standards that apply.

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

The City's 2035 Transportation System Plan (TSP) does not include any policies that specifically relate to the provision or removal of on-street parking. 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." The TSP reiterated the City Council goal in the Climate Recovery Ordinance (CRO) #20567 of achieving a 50 percent citywide reduction of fossil fuel use by 2030. Accordingly, the TSP included Goal 5 to triple the number of trips made by walking, bicycling and using transit by 2035. To encourage increased travel by bicycle, the TSP provides a list of projects and programs to improve safety, convenience, and direct connections for people traveling by bike. Bicycling promotes the health of individuals, has a low impact on the environment, and allows people to move independently throughout the community without motorized vehicles, including many who cannot or choose not to drive. Supporting a Eugene bike share system is one of the Plan's four Bicycle Policies. The placement of bike share stations in convenient location with demonstrated use further supports this program.

(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 approximately 24 feet of motor vehicle parking allowances on Kinsrow Avenue is needed for more efficient use of the roadway to expand an existing community bike share hub.

(g) The use of abutting property.

The abutting land use is residential, consisting of multi-family housing developments.

(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 Kinsrow Avenue as a neighborhood collector 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. This order will not impact accessibility of the sidewalk by pedestrians.

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

- i. The portion of Kinsrow Avenue between Martin Luther King Jr. Boulevard and Commons Drive shown in Exhibit A is classified as a neighborhood collector street with a speed limit of 25 miles per hour. The street segment is approximately 34 feet wide with parking on both sides of the street in most places, allowing approximately 20 feet of roadway for two-way travel in a residential area. Sidewalks are present on both sides of the street. There are no bike lanes. There is an existing bike share hub located approximately 344 feet east of the intersection between Kinsrow Avenue and Martin Luther King Jr. Boulevard, extending approximately 17 feet farther east. There are also two on-street bike racks for bike parking located approximately 652 feet west of the intersection between Kinsrow Avenue and Commons Drive, extending approximately 22 feet farther west.
- ii. The abutting properties on the northern side of the street segment are all multi-family housing developments of two- and three-stories, each with asphalt surface parking lots. The properties abutting the south side of the street segment are all multi-family housing developments with two- and five-story buildings, each with asphalt surface parking lots.

(j) Emergencies.

- i. Emergency service vehicles are accommodated through bi-directional travel on Kinsrow Avenue.
- ii. Kinsrow Avenue is not designated as an emergency ice or snow removal route.

(k) The public health, safety and welfare.

Expansion of the community bike share hub supports public health.

(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 Kinsrow Avenue between Martin Luther King Jr. Boulevard and Commons Drive shown in Exhibit A.

(m) Construction within or adjacent to the street.

No construction is currently taking place on the portion of Kinsrow Avenue between Martin Luther King Jr. Boulevard and Commons Drive as shown in Exhibit A. The order will not impede access for future 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;

There are no existing time limits on motor vehicle parking. This Order does not establish time limits.

(2) The vehicle type and purpose;

This Order does not establish conditions on vehicle type and purpose.

(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 zoned Special Area, High-Density Residential, and Agricultural; the public parking areas are intended to serve those uses. The addition of a community bike share hub adds travel options for both residents and customers of the nearby commercial properties.

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

Existing parking includes six asphalt surface lots belonging to adjacent multi-family housing developments and another belonging to the property zoned Agricultural as well as on-street parking on both sides of the street.

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

- i. Removal of this approximately 24-foot section of motor vehicle parking is not expected to significantly impact operating revenues.

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

Removal of motor vehicle parking is consistent with City-adopted goals and policies, including Bicycle Policy 4 of the 2035 Transportation System Plan to “Support a Eugene bike share system.”

(8) Abuse by applicants of any parking-related permits;
Not applicable.

(9) The impact on nearby commercial uses;
Removal of motor vehicle parking to install a community bike share hub supports resident access to bike share vehicles that enable quick trips to nearby commercial properties.

(10) The ease of enforcing the provisions of this chapter; and
i. No need for enforcement is expected.

(11) The availability of other parking spaces.
i. Motor vehicle parking is available on adjacent private property.
ii. Motor vehicle parking will remain available on the street.

On the basis of these findings, I order that on-street parking shall be removed from the north side of Kinsrow Avenue between Martin Luther King Jr. Boulevard and Commons Drive beginning approximately 320 feet east of the intersection between Kinsrow Avenue and Martin Luther King Jr Boulevard and extending 24 feet farther east.

Dated and effective this 16th day of October, 2025.



Jenifer Willer (Oct 16, 2025 09:56:42 PDT)

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

Kinsrow Avenue between Martin Luther King Jr. Boulevard and Commons Drive

Hub expansion to be installed 320' east of the intersection of Kinsrow Ave and MLK Jr. Blvd.



EXHIBIT A