

ADMINISTRATIVE ORDER NO. 58-26-02

**of the
Traffic Engineer
of the Public Works Department**

**CONCERNING ON-STREET PARKING ON LINCOLN STREET
BETWEEN W 13th AVENUE AND W 5th AVENUE**

The Traffic Engineer of the Public Works Department 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 March 10, 2026, the City Engineer issued Administrative Order No. 58-26-03 repealing and replacing Administrative Order No. 58-20-19 and granting the Traffic Engineers of the Public Works Department 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 the safety and welfare of the public, it is necessary to remove parking on the east side of Lincoln Street from W 13th Avenue to W 11th Avenue and on the west side of Lincoln Street from W 12th Avenue to approximately 85 feet north, W 11th Avenue to approximately 90 feet north, W 10th Avenue to approximately 80 feet north, W 8th Avenue to approximately 145 feet north, W 7th Avenue to approximately 95 feet north and 165 feet south, W 6th Avenue to approximately 90 feet north and 170 feet south, and W 5th Avenue to approximately 110 feet south. See Exhibit A for an aerial overview of proposed parking removal.

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 remove parking:

(a) Traffic engineering principles and traffic investigations.

- i. Classification - The portion of Lincoln Street from W 13th Avenue to W 5th Avenue is functionally classified as a Local street and the driveway density meets the ORS definition of “residence district.” Two blocks of Lincoln Street, from 8th Avenue to 10th Avenue, are within the limits of downtown. In accordance with Council Ordinance No. 20636, Lincoln Street between W 13th Avenue and W 5th Avenue is signed with a speed limit of 20 miles per hour.
- ii. Crashes – From 2007 to 2022, there were 161 total (i.e. intersection and segment) crashes on Lincoln Street from W 13th Avenue to W 5th Avenue. This includes 147 motor vehicle crashes not involving bicyclists or pedestrians (four major injury crashes, 28 moderate injury crashes, 43 minor injury crashes, 72 property damage only crashes), 12 motor vehicle crashes involving bicycles (one major injury crash, seven moderate injury crashes, four minor injury crashes), and three motor vehicle crashes involving pedestrians (one major injury crash, one moderate injury crash, one minor injury crash).

(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 of 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), the United States Department of Transportation’s Federal Highway Administration’s *Bikeway Selection Guide*.

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

- i. Removal of on-street parking as described in Exhibit A is necessary to achieve street cross-sections and multi-modal facilities as shown in Exhibit B that are 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"] 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."

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-571 identifies the need for protected bike lanes on Lincoln Street from W 13th Avenue to W 5th Avenue.

(e) Existing state and local laws regulating use of public ways.

- i. 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.

- i. Removal of on-street parking as described in Exhibit A is limited to locations required to facilitate achieving street cross-sections and multi-modal facilities as shown in Exhibit B. The changes enable the traveling public to use Lincoln Street in a safer, more comfortable, and efficient multi-modal manner and are consistent with Eugene 2035 Transportation System Plan Goals and Policies, Eugene Climate Action Plan 2.0 actions, and Climate Recovery Ordinance goals.

(g) The use of abutting property.

- i. Zoning of adjacent properties along Lincoln Street is primarily Whiteaker Special area (S-W) north of W 5th Alley and Community Commercial (C-2) between W 5th Alley and W 13th Avenue. The area between W 5th Alley and W 13th Avenue also has one block zoned Major Commercial (C-3) and two and a half blocks zoned Downtown Westside Special Area (S-DW).
- ii. Uses on Lincoln Street between W 5th Avenue and W 13th Avenue include two auto repair shops, housing (typically multi-family units of varying sizes), numerous small businesses (many in converted single-family houses), including law offices, a tattoo parlor, a cigar shop, a sports cards shop, a hair salon, cannabis dispensaries, and others. Other notable uses include two gas stations, a flooring store, a concert hall (WOW Hall), a Lane County building (elections, deeds and records), a church and Eugene Municipal Court. Removal of on-street parking from Lincoln Street between W 7th Avenue and W 6th Avenue will likely increase demand for remaining on-street parking spaces on this block face. However, all businesses and residences have dedicated off-street parking areas.

(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 Lincoln Street between W 5th Avenue and W 13th Avenue as a Local street. By Resolution 4608, the City Council adopted the 1999 Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access Ways. The Design Standards do not specify an on-street parking requirement for Local streets. The Design Standards list suggested widths for local streets with no on-street parking, with on-street parking on one side of the street, and with on-street parking on both sides of the street.
- ii. Pedestrian facilities on Lincoln Street include sidewalks on both sides of Lincoln Street, marked crosswalks at all signalized intersections (W 6th Avenue, W 7th Avenue and W 11th Avenue) and marked crosswalks at the intersection of W 8th Avenue.
- iii. Frequent destinations serviced by this street segment include: the downtown commercial area east of Lincoln Street; many small businesses along Lincoln Street, including those north of W 5th Avenue; WOW Hall; the Eugene Municipal Court; and the Lane County building (elections, deeds and records). Major destinations within two to three blocks include the downtown Eugene Public Library, Lane Transit District Eugene Station, Hult Center for the Performing Arts and the Lane County Farmers Market.
- iv. The project along Lincoln Street is not planned to change the overall width of the street. The project will convert the two southernmost blocks to northbound only vehicle traffic for an overall one-way northbound vehicle travel direction between W 13th Avenue and W 5th Avenue. Generally, there will be an eight-foot-wide parking lane adjacent to the curb on the west side of the street, a single 11-foot-wide northbound vehicle travel lane and a 14-foot-wide two-way protected bike lane (inclusive of the space containing protective elements) adjacent to the curb on the east side of the street. See Appendix B for typical cross-sections of Lincoln Street. Southbound diverted traffic is estimated to be 100 vehicles per day and, considering network connectivity in and around the southernmost two blocks, diversion impacts are expected to be minimal.

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

- i. The portion of Lincoln Street from W 5th Avenue to W 13th Avenue is functionally classified as a Local street with a speed limit of 20 miles per hour.
- ii. Lincoln Street, from W 13th Avenue to W 5th Avenue, is approximately 34 feet wide. The southernmost two blocks, from W 13th Avenue to W 11th Avenue are two-way with a 10-foot-wide vehicle travel lane in each direction and seven-foot-wide parking lane adjacent to each curb. Between W 11th Avenue and W 5th Avenue, Lincoln Street is northbound

only with two 10-foot-wide vehicle travel lanes, a seven-foot-wide parking lane adjacent to the west curb, and a seven-foot-wide northbound buffered bike lane adjacent to the east curb. See Appendix B for typical cross-sections of Lincoln Street.

- iii. On-street parking on Lincoln Street is generally limited to two hours between 7am and 6pm, Monday through Saturday, except holidays. In some areas this restriction is shortened to Monday through Friday. There are no on-street parking time restrictions between W 6th Avenue and W 7th Avenue (as of 12/11/2025). There are two motorcycle-only parking areas on the west side of Lincoln Street, one just south of W 8th Avenue and one just south of Broadway. Motorcycle parking areas are not time limited.
- iv. There are approximately 13 on-street parking spaces on the east side of Lincoln Street between W 11th Avenue and W 13th Avenue and approximately 73 on-street parking spaces on the west side of Lincoln Street between W 5th Avenue and W 13th Avenue. As proposed, the two-way protected bike lane would remove all parking from the east side of Lincoln Street (13 spaces total between W 11th Avenue and W 13th Avenue) and specific parking spaces from the west side of Lincoln Street (16 spaces total, select locations). Parking space removal on the west side of Lincoln Street is necessary to facilitate turning movements and provide storage space at signalized intersections. Approximately 57 parking spaces would remain on the west side of Lincoln Street and based on observations and engineering judgement, are anticipated to approximately meet the demand in the area.

Parking counts were taken on Lincoln Street between W 13th Avenue and W 5th Avenue between December 2022 and September 2023. A total of 30 parking counts were taken over all days of the week and at various times of day.

On-street parking use on Lincoln Street varies throughout the corridor. The block with the highest average use is between Broadway and W 8th Avenue, with an average use of 82%. No parking removal is planned in this block. The block with the lowest use is between W 6th Avenue and W 5th Avenue, with an average use of 18%. Two spaces are planned to be removed in this block.

The three blocks of Lincoln Street with the most on-street parking proposed for removal are W 13th Avenue to W 12th Avenue, W 12th Avenue to W 11th Avenue, and 7th Avenue to W 6th Avenue. Lincoln Street between W 13th Avenue and W 12th Avenue has an average use of 41% and the changes would retain nine of 16, or 56% of on-street parking spaces. Lincoln Street between W 12th Avenue and W 11th Avenue has an average use of 32% and the changes would retain 11 of 19, or 58% of on-street parking spaces. Lincoln Street between W 7th Avenue and W 6th Avenue has an average use of 23% and the changes would retain two of eight, or 25% on-street parking spaces.

Also of note is the publicly available surface parking lot on Lincoln Street between W 12th Avenue and W 11th Alley, located immediately south of the Eugene Municipal Court. This lot has approximately 16 publicly available spaces, with an additional 20 spaces that require a paid parking permit (Monday-Friday, 7am-6pm). The non-permitted parking spaces cost \$1.35 per hour or \$8 per day (Monday-Saturday, 7am-6pm) paid via a kiosk. Parking counts did not distinguish between permitted and non-permitted parking in the surface lot, but found the lot is, on average, 28% full. Anecdotally, staff saw the non-permitted spots were often available.

- v. Lincoln Street is located at the western edge of downtown, the uses and physical conditions of the street and abutting properties reflect the mix of residences, businesses, and other uses that would be expected in such a transition zone. This includes numerous small businesses such as law offices, a tattoo parlor, a cigar shop, a sports cards shop, a hair salon, cannabis dispensaries, a local newspaper and others. Many of the small businesses are in one-story converted single-family homes or other smaller scale buildings not often exceeding two stories.

There are some occupied single-family homes along Lincoln Street, though there is more multi-family housing generally. Multi-family housing is seen on multiple scales on Lincoln Street, from older two-story houses with four to eight units to larger, newer apartment complexes with three or more stories and many more units (Ketanji Court, Broadway Place Apartments).

Numerous public service-oriented establishments are also located on Lincoln Street. Lincoln Street's central location within the City of Eugene makes it a desirable location from which to serve the public. Service oriented establishments include a Lane County building that manages elections, deeds and records and the Eugene Municipal Court.

Oregon Route 126 becomes 6th Avenue and 7th Avenue through the City of Eugene. Land uses on Lincoln Street near these intersections are coincidentally more auto oriented and include a gas station, an auto shop and a combined auto shop and gas station.

(j) Emergencies.

- i. Removal of on-street parking is not expected to unduly impede deployment of emergency vehicles. If needed, emergency vehicles can make use of the proposed two-way protected bike lane or straddle the bike lane and vehicle travel lane.
- ii. Lincoln Street is not a designated Priority Ice/Snow emergency route.

(k) The public health, safety and welfare.

- i. Provision of a two-way protected bike lane 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.

- i. In 2025 Lincoln Street between W 11th Avenue and W 8th Avenue was part of the Eugene BRiGHT Parade route. The Parade closed streets along the route for approximately four hours. This Order will not impede, and may improve, access to this community event.
- ii. The Lane County building at the northeast corner of Lincoln Street and W 10th Avenue is a voting and ballot drop-off location. The ballot drop-off drive-through is located on Lincoln Street, just north of W 10th Avenue. The vehicle line to drop-off ballots during primary and general elections can sometimes extend a couple blocks from the drop-off. Extra care will need to be taken at these election times to promote safety for all road users and ensure vehicle traffic is not unduly impeded.

(m) Construction within or adjacent to the street.

- i. Construction of a 75-unit apartment building (Lincoln Commons) is proposed at the southeast corner of W 5th Avenue and Lincoln Street. Planned construction will increase the number of people using Lincoln Street but 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 Lincoln Street, on-street parking is generally limited to two hours between 7am and 6pm, Monday through Saturday, except holidays. In some areas this restriction is shortened to Monday through Friday. There are two motorcycle-only parking areas without time limits on the west side of Lincoln Street, one just south of W 8th Avenue and one just south of Broadway. There are no on-street parking restrictions between W 6th Avenue and W 7th Avenue (as of 12/11/25). This Order does not establish conditions for changes to parking time limits.

(2) The vehicle type and purpose;

- i. Proposed changes will not alter uses by vehicle type or purpose.

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

- i. Adjacent uses that may temporarily increase the demand for on-street parking include shows at WOW Hall and the Hult Center for the Performing Arts. Primary and general elections held at the Lane County building may also increase the demand for on-street parking from both election volunteers and those wishing to drive and vote in person. Special events hosted downtown by the City of Eugene and other entities, such as the BRiGHT Parade and Halloween Downtown, may increase the demand for on-street parking along Lincoln Street, though parking demand in the downtown area is also well served by several centrally located parking garages which are free to use on weekends and on weekdays after 6pm.
- (4) *The other public uses for the property;*
- i. A majority of the area is zoned community commercial and the public parking areas are intended to serve that use.
- (5) *The location and physical characteristics of the parking area or facility;*
- i. Currently, on-street parking exists on the east side of Lincoln Street between W 11th Avenue and W 13th Avenue (approximately 13 spaces) and on the west side of Lincoln Street between W 5th Avenue and W 13th Avenue (approximately 73 spaces). Off-street parking opportunities along Lincoln Street include surface parking lots near business areas and a church and residential driveways and parking lots. Additional parking is available on side streets, and two publicly owned parking garages located a block east of Lincoln Street. Approximately 57 on-street parking spaces are proposed to remain on the west side of Lincoln Street between W 5th Avenue and W 13th Avenue.
- (6) *The demand for operating revenues, the costs of operations and enforcement;*
- i. All spaces proposed for removal are free and the majority are time limited. Revenues from parking tickets may be reduced with less parking, but operational and enforcement costs will also be reduced with less on-street parking. Longer term, revenues from adjacent parking garages and surface parking lots may increase if parking demand is shifted to these paid locations (and not to other free parking or different modes of transportation).
- (7) *The use of parking regulations to promote city adopted goals and policies;*
- i. Modification of parking is consistent with City-adopted goals and policies.
- (8) *Abuse by applicants of any parking-related permits;*
- i. Not applicable.
- (9) *The impact on nearby commercial uses;*
- i. There are commercial areas interspersed with residences along Lincoln Street between W 5th Avenue and W 13th Avenue, as would be expected for a street adjacent to a downtown area. A number of non-commercial uses that also benefit from parking are located along Lincoln Street, including the Eugene Municipal Court, a church, and a Lane County building that houses records, deeds and election services.

Removal of on-street parking is not expected to unduly impact deliveries to commercial areas. Deliveries to commercial areas could become more difficult because delivery drivers may have more competition for the remaining on-street parking spots on Lincoln Street and side streets. In these instances, drivers may use handcarts and walk greater distances to make deliveries.

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

- i. Removal of select on-street parking on Lincoln Street between W 5th Avenue and W 13th Avenue will allow for the reallocation of enforcement resources for other uses.

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

- i. Approximately 57 on-street parking spaces are proposed to remain on the west side of Lincoln Street between W 5th Avenue and W 13th Avenue. Parking is also available on adjacent public and private property, including surface parking lots, driveways, side streets and nearby publicly owned parking garages.
- ii. Parking counts indicate that remaining on-street parking on Lincoln Street, on-street parking on side streets, and parking in adjacent surface parking lots and driveways have capacity to absorb on-street parking displaced from the east side of Lincoln Street between W 11th Avenue to W 13th Avenue and select areas on the west side of Lincoln Street between W 5th Avenue and W 12th Avenue.

A. On the basis of these findings, I order that on-street parking shall be removed as indicated in Exhibit A.

Dated and effective this 23 day of March 2026.

CAR
CAR

RCD
RCD

ccf

Christina Charvat (Mar 23, 2026 09:10:09 PDT)

Christina Charvat, PE
Traffic Engineer
City of Eugene Public Works, Engineering Division

EXHIBIT A

Lincoln St:
W 6th Ave. - W 5th Ave.

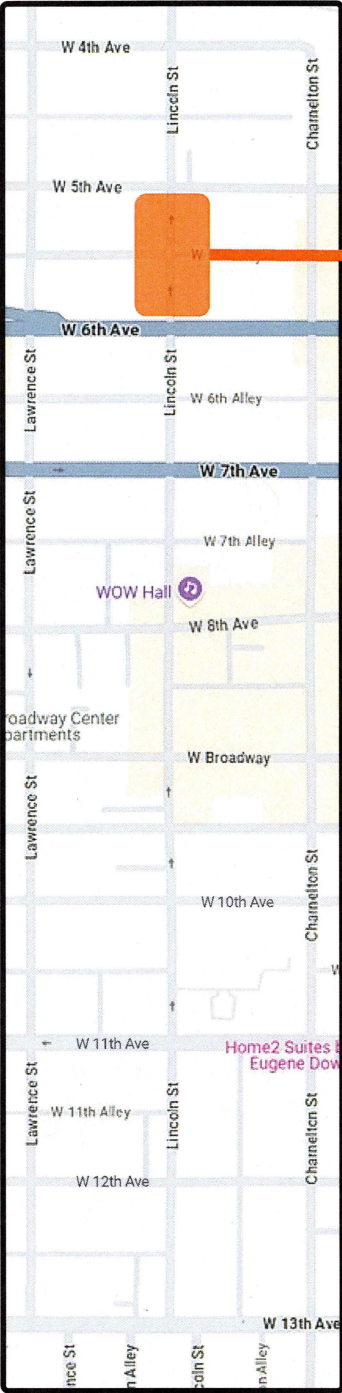


EXHIBIT A

Lincoln St:

W 7th Ave. - W 6th Ave.

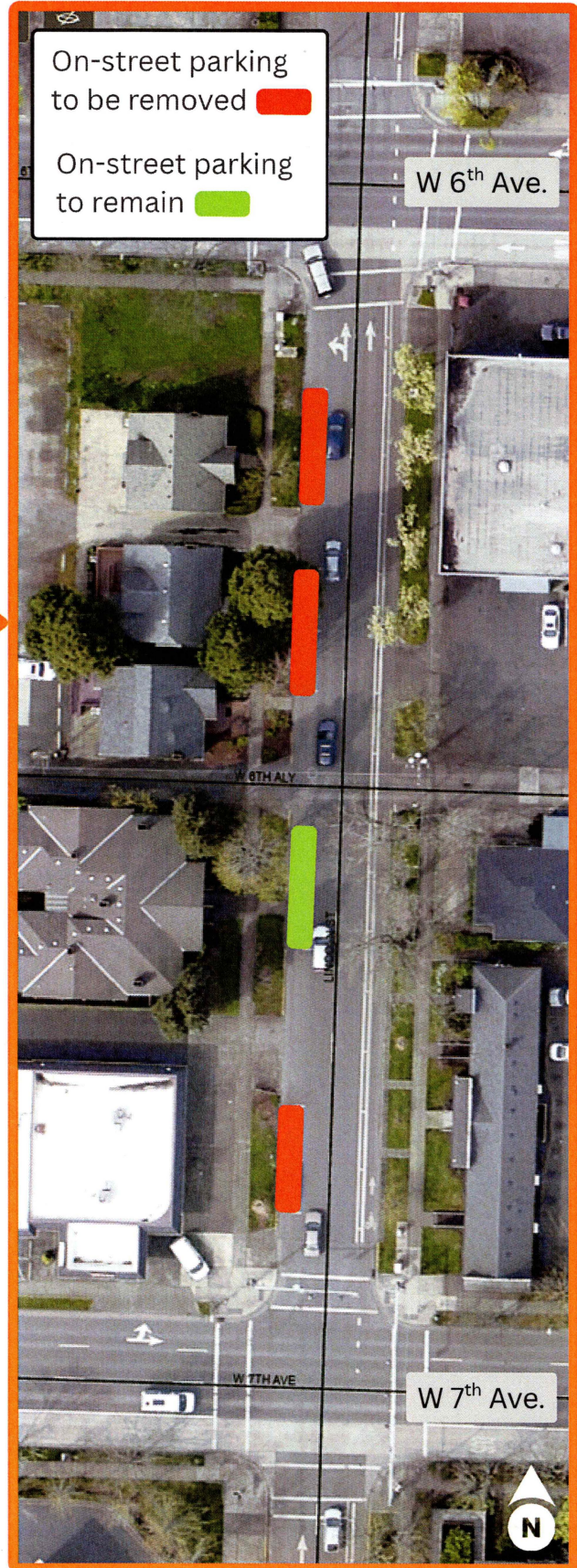
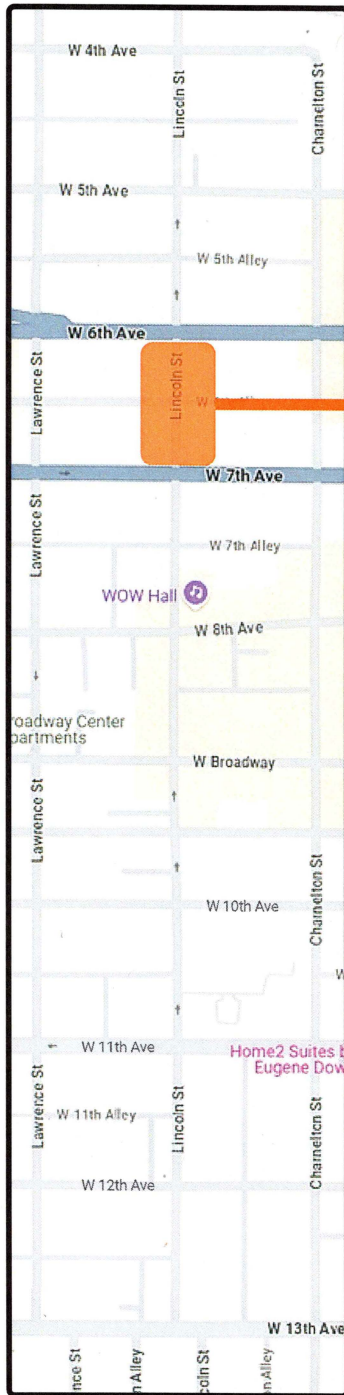


EXHIBIT A

Lincoln St:

W 8th Ave. - W 7th Ave.

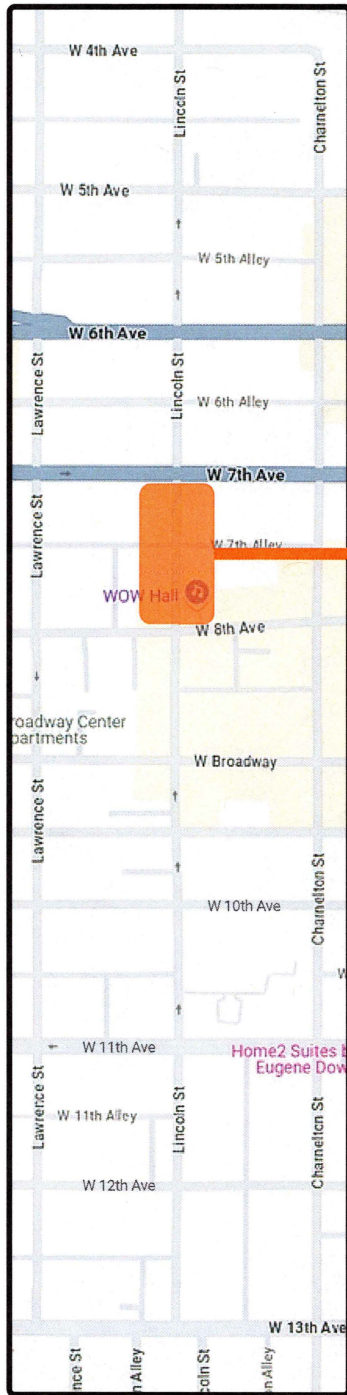
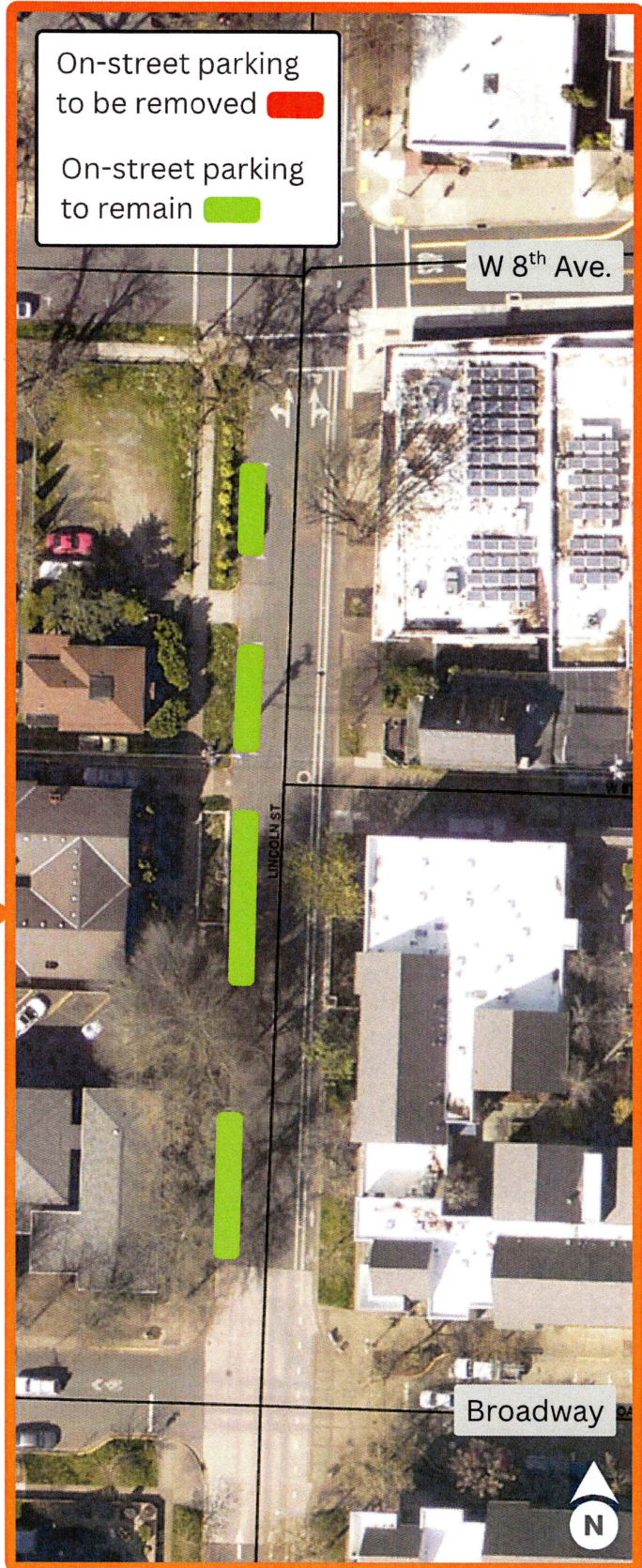
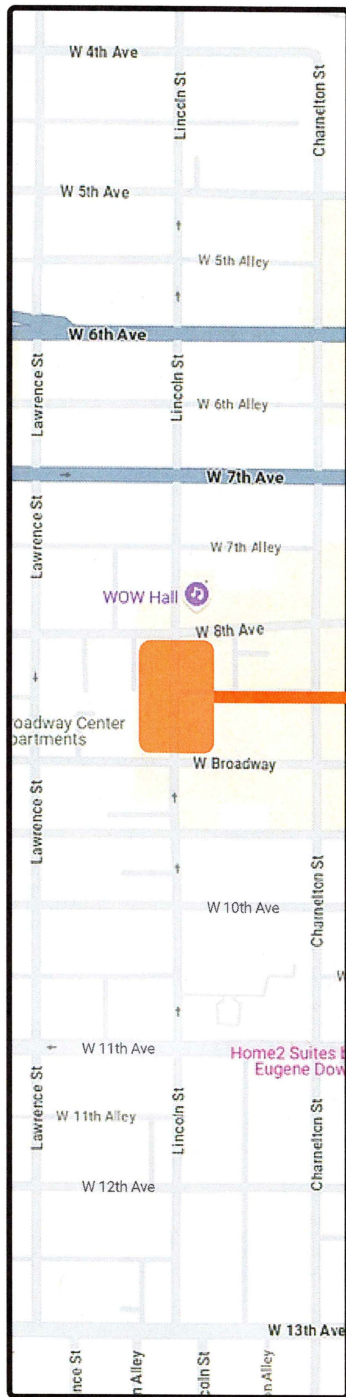


EXHIBIT A

Lincoln St:
Broadway - W 8th Ave.



There is no planned on-street parking removal between Broadway and W 8th Avenue.

EXHIBIT A

Lincoln St:

W 10th Ave. - Broadway

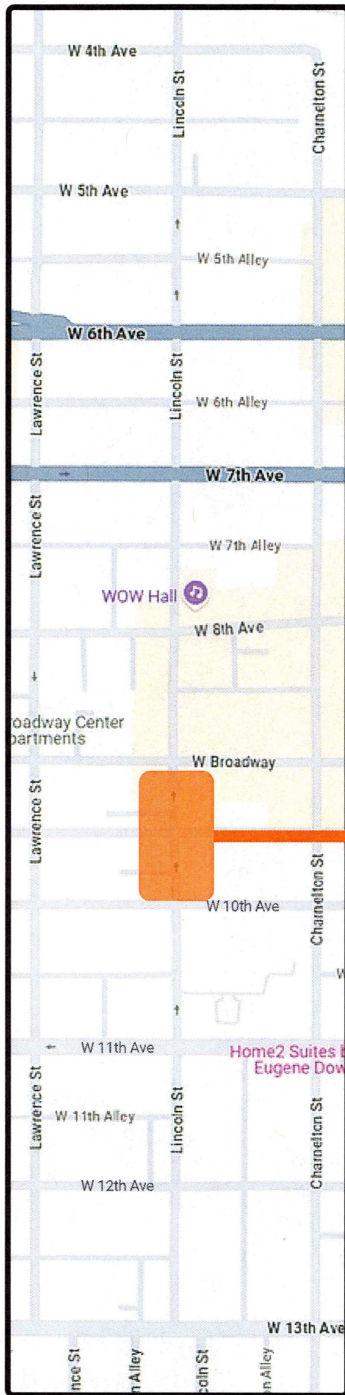


EXHIBIT A

Lincoln St:

W 11th Ave. - W 10th Ave.

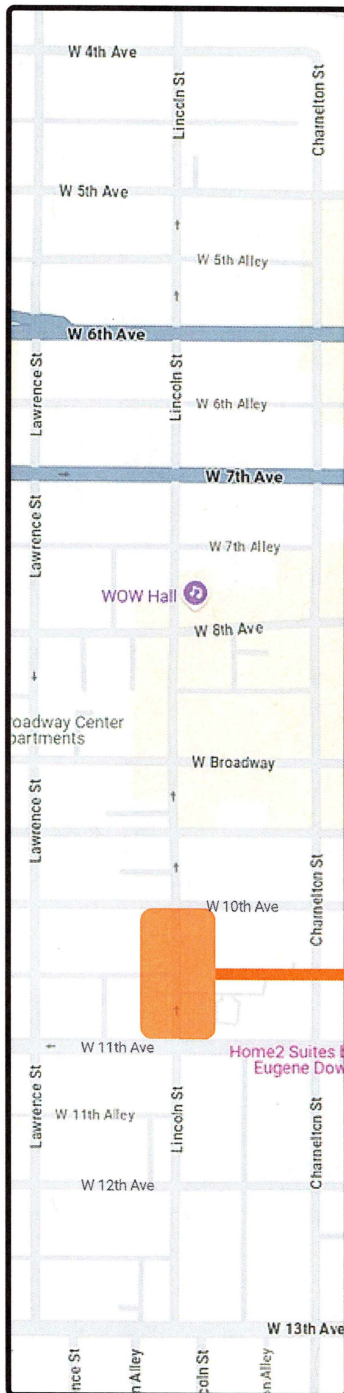


EXHIBIT A

Lincoln St:

W 12th Ave. - W 11th Ave.

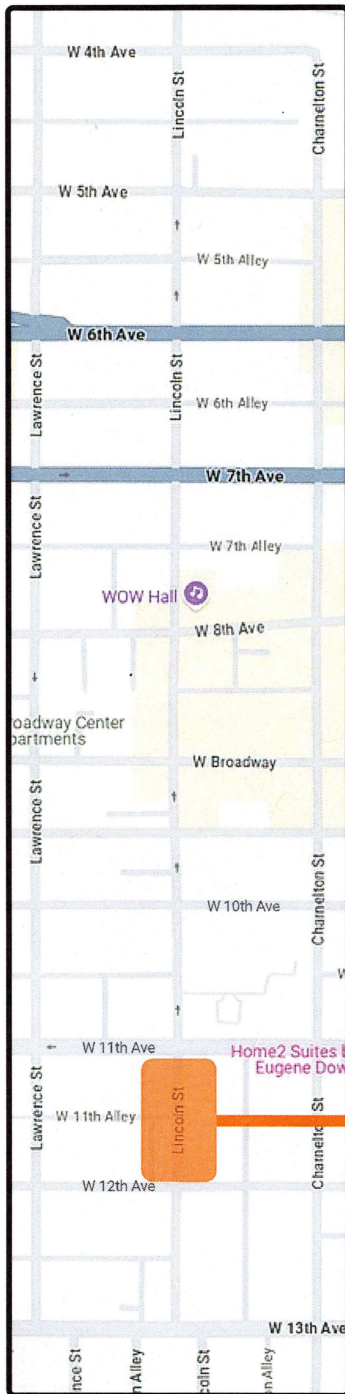


EXHIBIT A

Lincoln St:
W 13th Ave. -
W 12th Ave.

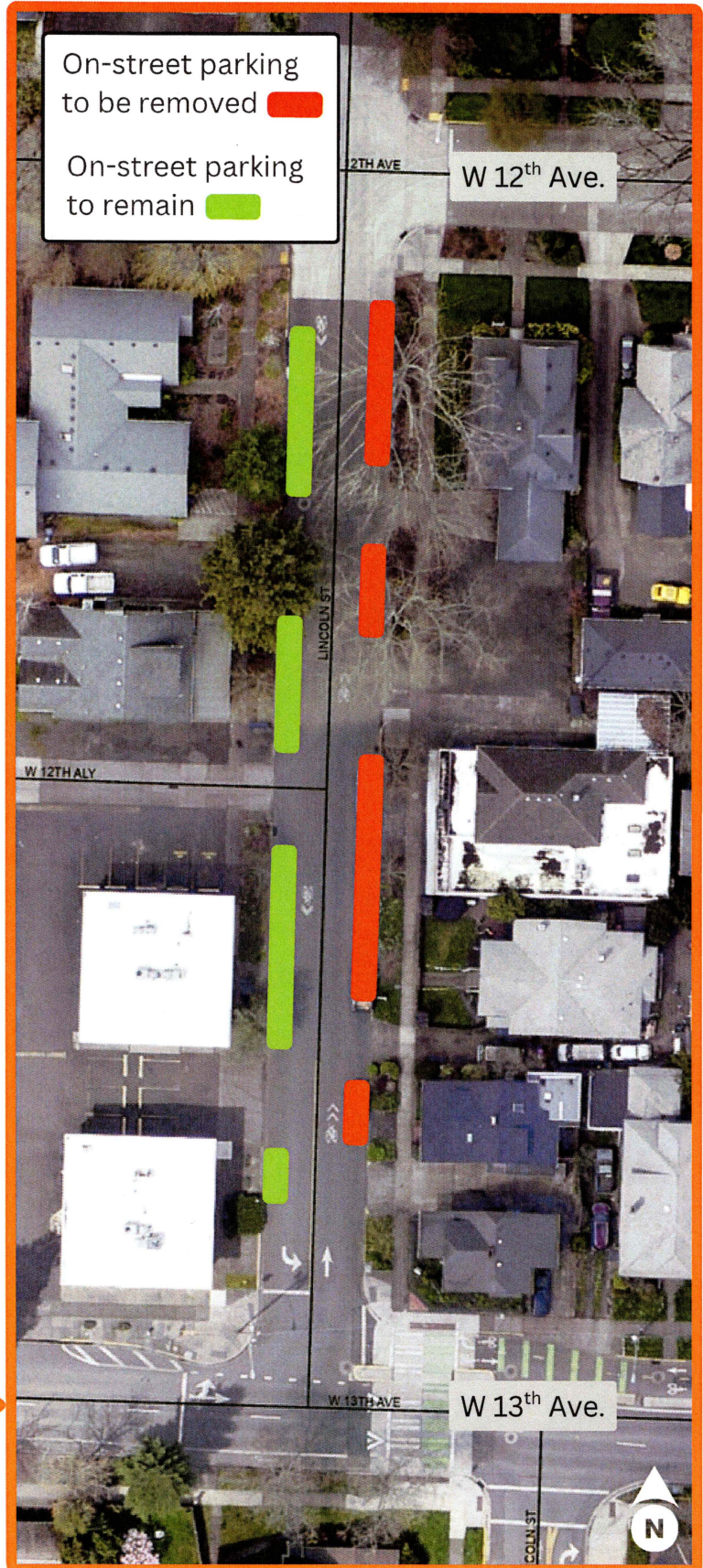
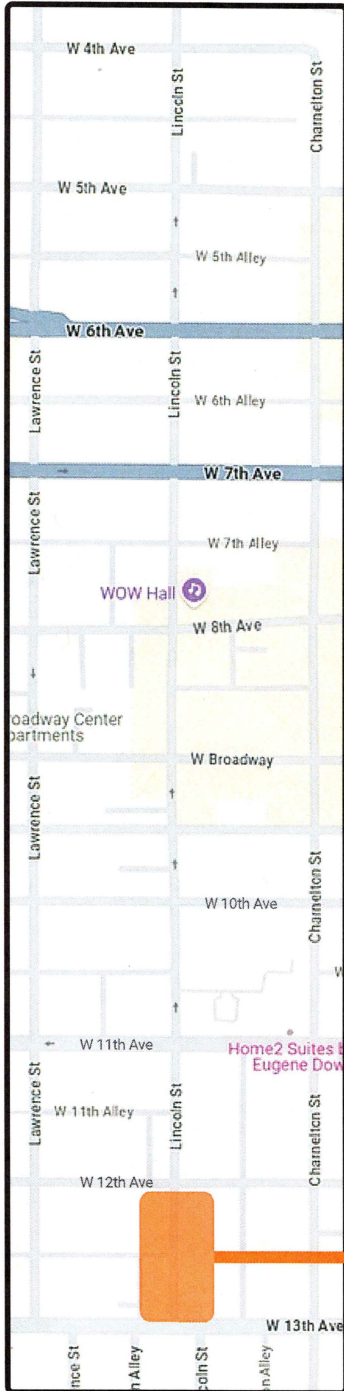
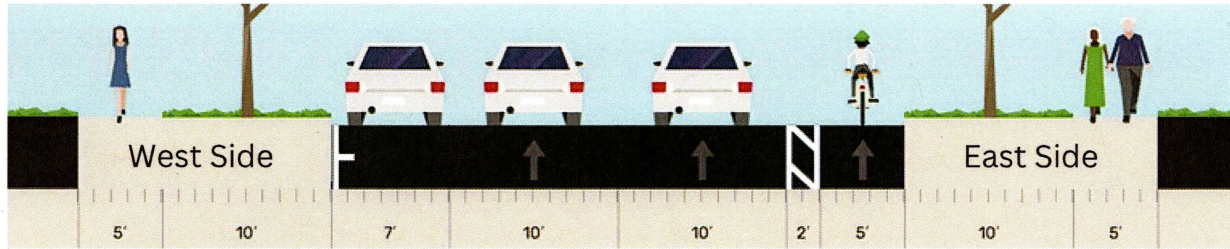
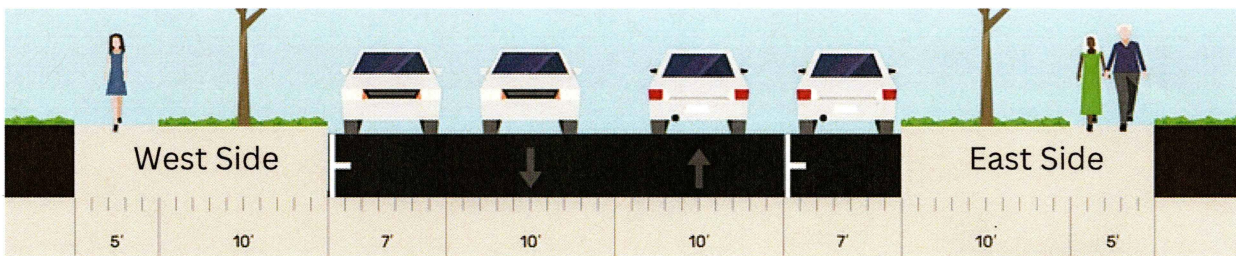


EXHIBIT B

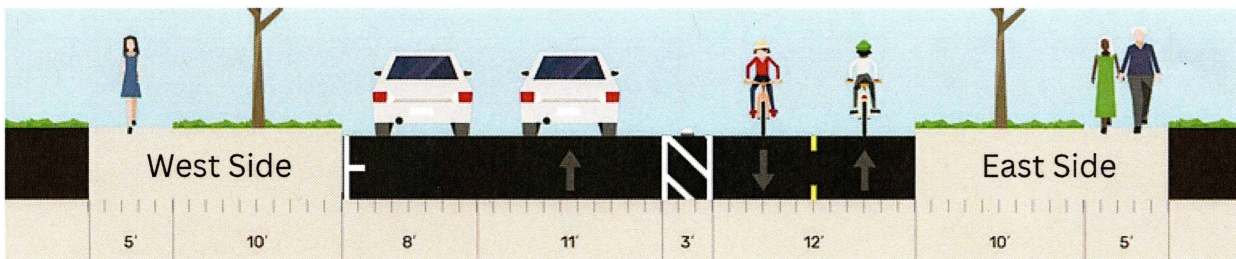
Current and Future Design of Lincoln Street



Current design of Lincoln Street between W 11th Avenue and W 5th Avenue: Lincoln Street between W 11th Avenue and W 5th Avenue is generally 34 feet wide, curb-to-curb. Lincoln Street is northbound only with two 10 foot wide vehicle travel lanes, a seven foot wide parking lane adjacent to the west curb, and a seven foot wide northbound buffered bike lane adjacent to the east curb.



Current design of Lincoln Street between W 13th Avenue and W 11th Avenue: Lincoln Street between W 13th Avenue and W 11th Avenue is generally 34 feet wide, curb-to-curb. Lincoln Street is two-way with two 10 foot wide vehicle travel lanes and seven foot wide parking lanes adjacent to each curb.



Future design of Lincoln Street between W 13th Avenue and W 5th Avenue: Lincoln Street between W 13th Avenue and W 5th Avenue is generally 34 feet wide, curb-to-curb. Lincoln Street is northbound only for vehicles with an 11 foot wide travel lane and eight foot wide parking lane adjacent to the west curb. Lincoln Street is two-way for cyclists with a 15 foot wide protected bike lane (inclusive of the space containing protective elements) adjacent to the curb on the east curb.