

**ADMINISTRATIVE ORDER NO. 58-13-02**  
**of the**  
**Traffic Engineer of the City of Eugene**

**REMOVING ON-STREET PARKING FROM THE SOUTH SIDE OF W. 18<sup>TH</sup> AVENUE BETWEEN FRIENDLY STREET AND VAN BUREN STREET, THE NORTH SIDE OF W. 18<sup>TH</sup> AVENUE FROM VAN BUREN STREET TO POLK STREET, AND PROVIDING A SEVERABILITY CLAUSE.**

**The Traffic Engineer of the City of Eugene finds that:**

A. Section 2.019 of the Eugene Code, 1971 (EC) authorizes the City Manager or the Manager's designee to adopt rules deemed necessary for the administration and enforcement of provisions of the Eugene Code. In addition, 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. 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. By Administrative Order No. 58-00-29, the City Manager appointed me as the City's Traffic Engineer and delegated to me authority to exercise all duties and responsibilities granted to the City Manager by EC 5.040, 5.050, 7.450 and 7.410.

C. In making the decision to remove parking from the south side of W. 18<sup>th</sup> Ave. between Friendly Street and Van Buren Street and to remove parking from the north side of W. 18<sup>th</sup> Ave. between Van Buren Street to Polk Street, I considered all of the applicable criteria set forth in EC 5.055. Based on the applicable criteria set forth in EC 5.055, the following findings support my decision to remove parking from locations:

1. By Resolution 4608, the City Council adopted the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways which includes travel lanes and bike lanes as a standard feature of Minor Arterial streets and established W. 18<sup>th</sup> as a Minor Arterial street. Parking is an optional feature on Minor Arterials.
2. The adopted Design Standards and Guidelines establishes design guidelines for travel lane widths on Minor Arterial streets at 11 feet, bike lanes at a minimum of 5 feet,

and parking lanes at a minimum of 7 feet. Current widths of the travel lanes, bike lanes and parking lanes along this portion of W. 18<sup>th</sup> fall below the adopted minimum standards.

3. The AASHTO Guide for the Development of Bicycle Facilities recommends that bike lane widths are 6 feet when placed next to on-street parking and that parallel parking lanes are 8 feet.
4. W. 18<sup>th</sup> Avenue will be undergoing a Pavement Preservation project, providing the City with an opportunity to update bicycle lane widths to adopted and recommended standards.
5. If parking is removed from one side of W. 18<sup>th</sup> Avenue, W. 18<sup>th</sup> Avenue is wide enough to support standard width travel lanes, bike lanes, and parking lanes from Polk Street to Friendly Street.
6. Parking studies show that the average and peak parking volume can be accommodated on one side of the street. Maximizing the W. 18<sup>th</sup> Avenue right-of-way in a manner that continues to accommodate needed parking, while increasing the safety of the bike lanes is a more efficient use of the public way and is in the best interest of the public.
7. Removing parking from the south side of W. 18<sup>th</sup> Ave. between Friendly Street and Van Buren Street and from the north side of W. 18<sup>th</sup> Ave. between Van Buren Street to Polk Street to allow for wider bike lanes enables the public to use W. 18<sup>th</sup> Avenue in a more efficient, multi-modal manner and, therefore, is in the best interest of the public.

**On the basis of these findings, I order that:**

1. Parking be removed from the south side of W. 18<sup>th</sup> Avenue from Van Buren Street to Friendly Street. This parking restriction will be in place at all times.
2. Parking be removed from the north side of W. 18<sup>th</sup> Avenue from Van Buren Street to Polk Street. This parking restriction will be in place at all times.
3. If, by action of a hearing official having jurisdiction to review this administrative order, any portion of this administrative order is stricken such action by the hearings official

shall have no effect on the validity of any other section or provision hereof, all of which will remain in full force and effect.

**Dated and effective this 7th day of February, 2013.**

A handwritten signature in black ink, appearing to read 'TCL', is written over a solid horizontal line.

**Thomas C. Larsen**  
**Traffic Engineer**