

**ADMINISTRATIVE ORDER NO. 58-13-10**  
**of the**  
**Traffic Engineer of the City of Eugene**

**REMOVING ON-STREET PARKING FROM THE WEST SIDE OF SOUTH WILLAMETTE STREET BETWEEN 20<sup>th</sup> AND 23<sup>rd</sup> STREETS AND REMOVING PARKING FROM THE EAST SIDE OF OAK STREET BETWEEN 19<sup>TH</sup> AND 20<sup>TH</sup> STREETS AND REMOVING THE LEFT TURN ONLY LANE ON WILLAMETTE STREET BETWEEN 17<sup>TH</sup> AND 18<sup>TH</sup> STREETS AND PROVIDNG 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 5.040 also authorizes the City Manager or the Manager's designee to take administrative action designating direction of traffic flow, alter traffic control devices and control intersection channelization. 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 west side of South Willamette Street from 20<sup>th</sup> to 23<sup>rd</sup> and the east side of Oak Street from 19<sup>th</sup> to 20<sup>th</sup>, and in making the decision to remove the left turn only lane from S. Willamette between 17<sup>th</sup> and 18<sup>th</sup>, 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 and the right turn only lane from the referenced 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 standard features of Minor Arterial streets. Parking is an optional feature on Minor Arterials. By Ordinance No. 20181, the City Council adopted the

Street Classification Map that designated these sections of S. Willamette and Oak Streets as Minor Arterial streets.

2. On March 12, 2012, the Eugene City Council accepted the Eugene Pedestrian and Bicycle Master Plan (PBMP) and directed the City Manager to integrate the PBMP into the proposed Transportation System Plan update. The PBMP includes as project no. 31, the addition of bike lanes on Willamette Street from 17<sup>th</sup> to 32<sup>nd</sup> and Project 33, the addition of Bike lanes on Oak Street from 18<sup>th</sup> to 20<sup>th</sup>.

The PBMP calls for a complete network of pedestrian and cycling facilities. S. Willamette Street from the mid-point between 17<sup>th</sup> and 18<sup>th</sup> south to 23<sup>rd</sup>, 20<sup>th</sup> Street between Willamette and Oak, and Oak Street between 19<sup>th</sup> and 20<sup>th</sup> do not have on-street bike lanes.

Additionally, Objective 1 in the PBMP it to “[c]reate 20-minute neighborhoods by proving accessible, efficient and convenient methods for pedestrians and bicyclists to travel to the places where they live, shop, work and play by expanding and improving Eugene’s bicycle and pedestrian network.” Removing the left turn only lane from the southern half block between 17<sup>th</sup> and 18<sup>th</sup> Streets and the parking on the west side of S. Willamette from 20<sup>th</sup> to 23<sup>rd</sup> and east side of Oak Street from 19<sup>th</sup> to 20<sup>th</sup> in order to provide space for marked on-street bicycle lanes furthers this Council-accepted objective.

3. The adopted Design Standards and Guidelines establishes design guidelines for travel lane widths on Minor Arterials at a minimum of 11 feet and bike lanes at a minimum of 5 feet. On S. Willamette from 18<sup>th</sup> to 19<sup>th</sup>, existing street width allows for two 11 foot travel lanes, two 7 foot parking lanes and a southbound 6 foot bike lane with buffer. On S. Willamette Street from 20<sup>th</sup> to 23<sup>rd</sup>, the existing configuration is generally two travel lanes, 14 foot wide northbound and 20 foot wide southbound. With parking removed, this road can be restriped to allow two 11 foot travel lanes and two 6 foot bike lanes. One narrow section exists where the existing roadway width is 28 feet. Two 4 foot bike lanes and 10 foot travel lanes will be striped in this location. 20<sup>th</sup> between S. Willamette and Oak St. currently has two parking lanes and an 18 foot travel lane. It has sufficient width to stripe two 7 foot parking lanes, a 6 foot bike lane and a 12 foot travel lane. Oak St. from 20<sup>th</sup> to 19<sup>th</sup> currently has two 7 foot parking lanes and two 10 foot travel lanes. By removing parking 20<sup>th</sup> will be restriped with one 7 foot parking lane, two 10.5 foot travel lanes and a 6 foot bike lane. Oak from 19<sup>th</sup> to 18<sup>th</sup> is 42 feet wide and can be restriped with two 11 foot travel lanes, two 7 foot parking lanes and one 6 foot bike lane.

4. The AASHTO Guide for the Development of Bicycle Facilities recommends that bike lane widths are 6 feet when placed next to on-street parking.
5. S. Willamette Street between 19<sup>th</sup> and 24<sup>th</sup> will be undergoing a Pavement Preservation project, providing the City with an opportunity to: (a) update the street cross section; and, (b) add bicycle lanes and travel lane widths to adopted and recommended standards. This project provides the opportunity for extending southbound bike lanes from 17<sup>th</sup> to 23<sup>rd</sup> on S. Willamette and northbound bike lanes from 24<sup>th</sup> and Willamette to 18<sup>th</sup> and Oak via 20<sup>th</sup> Avenue from Willamette to Oak.
6. If parking is removed from the west side of S. Willamette between 20<sup>th</sup> and 23<sup>rd</sup> it is wide enough to support a combination of standard and minimum width travel lanes and bike lanes.
7. Parking studies show that the average and peak parking volume on Willamette between 20<sup>th</sup> and 23<sup>rd</sup> is minimal. Re-stripping S. Willamette between 20<sup>th</sup> and 23<sup>rd</sup> with bike lanes, rather than providing for parking, is a more efficient use of the public way and is in the best interest of the public.
8. Removing parking from the west side of S. Willamette between 20<sup>th</sup> and 23<sup>rd</sup> to allow for bike lanes enables the public to use S. Willamette and Oak Streets in a more efficient, multi-modal manner and, therefore, is in the best interest of the public.
9. If parking is removed from the east side of Oak Street between 20<sup>th</sup> and 23<sup>rd</sup> it is wide enough to support a combination of standard and minimum width travel lanes and bike lanes.
10. Parking studies show that the average and peak parking volume on Oak Street between 19<sup>th</sup> and 20<sup>th</sup> can be accommodated in the area. Re-stripping Oak Street between 19<sup>th</sup> and 20<sup>th</sup> with bike lanes, rather than providing for parking, is a more efficient use of the public way and is in the best interest of the public.
11. Removing parking from the east side of Oak Street between 19<sup>th</sup> and 20<sup>th</sup> to allow for bike lanes enables the public to use Oak Street in a more efficient, multi-modal manner and, therefore, is in the best interest of the public.
12. The bike lane network currently has a gap midway between 17<sup>th</sup> and 18<sup>th</sup>, with north and southbound bikes only on the northern portion and no bike facilities on the southern portion. The southern portion has no on-street parking. The existing southbound configuration on S. Willamette includes a left turn only lane, a thru only

lane and thru-right lane. Traffic volumes are such that a thru-right and a thru-left will handle the existing traffic volume.

13. Removing the southbound left turn only lane on S. Willamette and restriping the intersection approach with a thru-left turn lane and a thru-right turn lane and adding bike lanes in both direction is a more efficient, multi-modal use of the public way, and is in the best interest of the public.

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

1. Parking be removed from the west side of S. Willamette from 20<sup>th</sup> to 23<sup>rd</sup>. This parking restriction will be in place at all times.
2. Parking be removed from the east side of Oak Street from 19<sup>th</sup> to 20<sup>th</sup>. This parking restriction will be in place at all times.
3. The southbound left turn only lane on S. Willamette approaching 18<sup>th</sup> be removed and the intersection approach be restriped to include bike lanes.
4. 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 3rd day of June, 2013.**



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