

Improving and Maintaining Local Streets and Alleys

Eugene’s transportation system includes more than 500 miles of public streets, ranging from unimproved local access roads to fully improved arterial streets. The condition of these streets also varies, from poorly maintained gravel lanes to fully maintained roadways that meet modern street standards. Property owners have many choices when it comes to improving or maintaining the streets adjacent to their properties. This fact sheet is intended to provide a general overview of those choices and list other sources of information for greater detail on particular options.

What is an “improved” local street or alley?

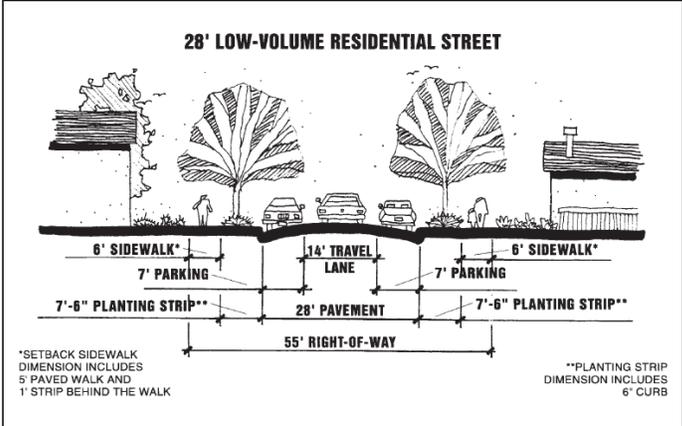
An improved local street is a street brought up to City standards. This includes curbs, gutters, storm drains, sidewalks, and an asphalt or concrete surface built to handle the traffic load. The street width may accommodate parking, depending on the on-street parking needs. An improved alley has an asphalt or concrete surface built to accommodate the traffic load and has been designed to handle stormwater runoff.

Initiating and designing local street and alley improvements

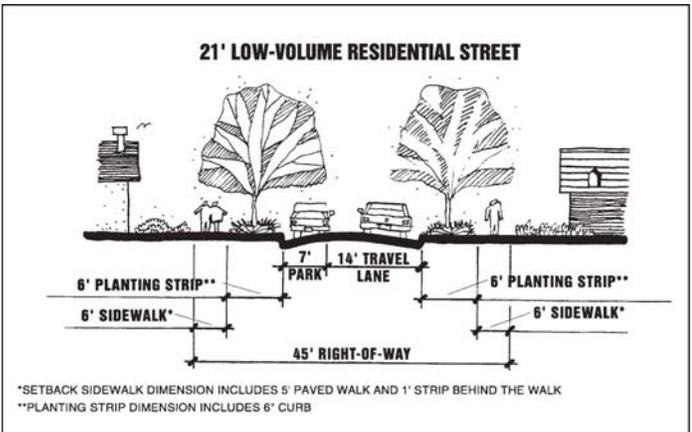
City of Eugene residents who are interested in improving their neighborhoods may be able to do so through special assessment improvement projects. Special assessment projects are improvement projects in the public rights-of-way paid for by adjacent property owners. For more information about the special assessment improvement process, call 682-5291 to request the “*Special Assessment Projects*” fact sheet.

Flexible street standards

To reduce the cost of street and alley improvements yet continue to provide streets that are safe and reasonably efficient to maintain, the City of Eugene has developed a flexible street standards program. This program allows local residents to work with staff in selecting the appropriate width and parking options for specific street improvements.



Traditionally, the standard width of a local street is 28 feet — 14 feet for a through travel lane plus two 7-foot parking areas along both sides of the street. In some cases, terrain, traffic volume, parking needs, private improvements, and landscaping create a situation where a 28-foot width is not necessary or feasible. In these cases, other available options include a street with one travel lane where parking is allowed on only one side of the street or a street with no parking on either side (see chart on reverse side). City staff, in conjunction with property owners, evaluate the existing conditions and determine the practical range of options for that area. Criteria include but are not limited to traffic volume, parking needs, topography, trees, and clearance limitations.



(continued on reverse side)

How assessments are calculated

For both streets and alleys, assessments are based, in large part, on actual construction costs. Generally, the costs of street and alley improvements are apportioned as described below:

Streets: Costs are assessed to residential property owners according to the number of residences served by the street and to nonresidential property owners based on lot frontage and area. Costs for sidewalks are additional.

Alleys: Improvement costs are assessed to adjacent property owners according to four factors: zoning, land use, footage abutting the improvement, and the square footage of the lot. Adjustments to match existing parking areas and driveways are additional costs and are based on the needs of each parcel.

Road repairs and maintenance

Once streets have been improved to City standards, maintenance of the street is provided at no additional cost to adjacent property owners. Maintenance priorities are determined by the type of street and the amount of available funding. Street repair and preservation work normally are paid for through the City's road fund.

Paying for street and alley improvements

When a residential street or alley is initially improved to City standards, adjacent property owners are expected to participate in the cost of the work through assessments (or through the cost of the parcel when the lot is part of a new development). Property taxes are not used to pay for road improvements.

Property owners who are assessed for street and alley improvements have the following financing and financial assistance programs available:

- Income subsidy
- City long-term financing
- Deferral until sale or transfer of property
- Extension/modification of payments
- State of Oregon age deferral

For more information about financing programs, see the "Street and Alley Assessment Payment Programs" fact sheet.

Street Improvement Options				
Local Street Width Options	1 travel lane	1 travel lane	2 travel lanes	2 travel lanes
	Parking on both sides	Parking on one side	Parking on both sides	No parking
Medium Volume (750-1500 ADT*)	-	27'	34'	20'
Low Volume (250-750 ADT*)	28'	21'	-	20'
Access Lane (less than 250 ADT*)	28'	21'	-	20'
Alley Width Options	2 travel lanes	1 travel lane		
	16'	12'		

All options would be designed and built to AASHTO standards, have curb and gutter, and use an enclosed drainage system.

**ADT = projected average daily trips*

NOTE: Availability of off-street parking will help determine the street width options.

The width and placement of sidewalks is in addition to the street widths listed above.

FOR MORE INFORMATION

Design and Construction of New and Improved Streets & Street Signals and Traffic Control Devices

Public Works Engineering
99 E. Broadway, Ste. 400
Eugene, OR 97401
(541) 682-5291

Street Repair and Maintenance

Public Works Maintenance
1820 Roosevelt Boulevard
Eugene, OR 97402
(541) 682-4800

Assessment Questions

City of Eugene Finance Office
Downtown Library
100 West 10th Avenue, Suite 400
Eugene, OR 97401
(541) 682-5022

www.eugene-or.gov