

TO THE MAYOR'S SPECIAL STUDY COMMITTEE  
ON TRAFFIC AND PARKING IN EUGENE

Greetings:

It is the pleasure of the 6TH-7TH ST. PROTECTIVE ASSOCIATION to present to your Committee a bill of particulars setting forth a portion of the Association's position on the Traffic and Parking Problems of Eugene. Our Association regards itself as much of a positive force as a negative force since it is now and has long been the aim of some of the members therein to bring an end to the misguided vacillating policies that have brought stagnation to some of the city's business areas.

This type of Committee has long been sought and it is our pleasure that it at last has been created. The Association would remind the Committee that since old remedies have either failed or have been rejected by the voters, it is perhaps time to explore new solutions. We offer our aid in those explorations and will submit additional materials from time to time.

THE POSITION OF THE 6TH-7TH ST. PROTECTIVE ASSOCIATION  
ON THE MATTER OF THE AUTHORIZED FULL STUDY OF  
PARKING AND TRAFFIC IN EUGENE

In light of the out-moding of all past data including the 1952 State Highway Commission Study; in light of the physical and geographical peculiarities of the area; in light of the seeming confusion over centralization vs. decentralization of business within the city boundaries; and in the interests of a solid long-range plan, the 6TH-7TH ST. PROTECTIVE ASSOCIATION respectfully urges that the traffic and parking problem be examined on a long-range basis through a thorough study with the facts to be developed by unbiased qualified professional experts in traffic and economics.

Conversely the 6TH-7TH ST. PROTECTIVE ASSOCIATION will be opposed to traffic patterns not correlated with optimum business development within the city or traffic patterns developed on a haphazard emergency basis.

6TH-7TH ST. PROTECTIVE ASSOCIATION'S BASIC  
CONTENTION AS TO BUSINESS TYPE AREA STREETS IN EUGENE

1. The servicing of business and trade should be a basic use of any street in the suitable-for-business areas of Eugene.
2. All day parking should not be a basic use of any of the city streets - rather only compatible permissive use.
3. The prime objectives of all regulations and planning shall be in the interests of healthy business growth that is compatible with the automobile.
4. The prime functions of the Eugene streets, then, shall be customer servicing and orderly traffic flow therefor ("customer servicing" is given a broad definition to include visitors to home, tradesmen and repairmen to home, etc.).

## AN ANALYSIS OF THE STREETS

The streets in question - 6th & 7th - presently serve 4 purposes:

1. Primary State Highway.
  - a. This usage has something less than two years to run, after which it becomes an alternate highway of reduced usage. The truck bypass will further reduce usage.
2. Inter-Community distributing arterial; to wit, the means by which residents of out of the city communities as Bethel, River Road, Willakenzie, Springfield, etc., distribute themselves to their various destinations within or without the city.
  - a. This concentrated usage can be reduced by the means of establishing additional arterials. For instance, alternate arterials for River Road traffic can reduce 6th & 7th Street traffic of upwards of 10,000 cars a day.
3. Intra-City distributing arterial.
  - a. Thus, within the city, usage is created by the absence of sufficient alternate arterials and is largely an unnecessary usage.
4. Business and Home use.
  - a. This is the use now threatened by the removal of parking and the installation of what seems hazardous three-lane traffic.

## THE OVER-ALL QUESTION DEALING WITH 6TH AND 7TH PRESENTLY IS:

Whether to intensify the traffic flow on 6th and 7th now by removing parking and instituting a hazardous three-lane traffic flow or, whether to wait for the relief the new free-way gives or, whether to go ahead now and start to de-intensify the traffic by the creation of alternate arterials, thus getting quicker relief for now, while allowing time for orderly study.

### POLICY QUESTION #1

The all important question before the Study Committee and the people of Eugene - Is the so-called 6th-7th Street problem really but the symptom of a needed overhauling of the entire traffic pattern in Eugene? (This is the belief to which the 6th-7th Association subscribes.)

1. Should the North-South One-Way Grid be reversed in the interests of better efficiency?
2. Should 4th Street and 5th Street be made one-way arterials to serve the River Road Traffic better?
3. Should West 8th and 9th become one-way alternate arterials leading to and from the City Center?



4. What new patterns are necessary for the Willakenzie traffic? For the whole area.

### POLICY QUESTION #2

The Number 2 question deals with the allocation of responsibility as to the automobile - - to wit, the subject of off-street parking.

1. How to free the many streets of their status as free city parking lots for employee and employer all-day parking in order to convert them into their functions of customer servicing and orderly traffic flow.
2. To determine whether the burden of providing employee and employer with all-day parking is to be that of the employee-employer or the City of Eugene.
3. To decide whether or not free enterprise will be given the privilege and encouragement to provide the necessary off-street parking to insure the city's proper and orderly growth.

### POLICY QUESTION #3

The Number 3 question regarding policy deals with the matter of vested interests - the question of quiet enjoyment of property rights. The Oregon Supreme Court has said in Sweet vs. Irrigation Company that access to a highway or road is a property right and a property right that the Supreme Court will protect.

1. The 6th-7th St. Protective Association does not disagree with the principle that in the instance of State Highway Commission Freeways serving the public interest, the element of trade can be contracted out by due process and remuneration.
2. The 6th-7th St. Protective Association does disagree with the principle that the property right of access can be confiscated without remuneration.
3. The Association urges that the recommendations of the Study Committee not only be tolerant of business but be also a vehicle of creating healthy business growth in the City of Eugene.

### OTHER IMPORTANT POINTS TO BE CONSIDERED

#### HAZARD

NO  
DROP  
OUT

1. Three flowing lines of traffic in a distributing arterial would be highly hazardous in that it would entail a great amount of "squirrelling" movement in shifting from lane to lane.
2. In informal discussion, Chief State Highway Engineer W. C. Williams stated that he would not favor three lanes in one direction without drop-out lanes.

CITY'S  
LOSS

BLIGHT

MONETARY

LOSS

BUSINESS  
EXODUS

INJUSTICE

3. The loss of one parking place on 6th and 7th is the loss of one parking place to the City of Eugene.
4. The removal of parking on 6th and 7th could create a great blight area, necessitating thousands of tax dollars to restore.
5. Since the State Highway Commission will widen for traffic use but not for parking, any withdrawal of parking use prior to a widening of the streets dumps the whole burden of widening said streets on to the city and/or the adjacent property owner.
6. The removal of parking from 6th and 7th could create quite an exodus of business to locations outside the city, thus damaging the tax base of the City of Eugene.
7. In light of the problem, as the 6th-7th Street Protective Association sees it, it would be a great injustice to the people of 6th and 7th Streets to penalize, not only them, but the whole city as well, by treating the symptom rather than the problem by recommending the removal of the parking from 6th and 7th Streets.

Respectfully Submitted,

6TH-7TH ST. PROTECTIVE ASSOCIATION

Mert Folts, Chairman