

ADMINISTRATIVE ORDER NO. 58-24-25
of the
City Engineer of the City of Eugene

**DESIGNATING TEMPORARY SPEEDS ON MLK JR. BLVD DUE TO
CONSTRUCTION-RELATED ACTIVITIES.**

The City Engineer of the City of Eugene 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 take administrative action establishing or altering traffic control areas and traffic control devices including traffic control signals, signs, and pavement markings. 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. ORS 810.180 (8) provides specific direction for establishing, on highways / streets in the City's jurisdiction, a temporary "designated speed" that is lower than the statutory speed and includes additional criteria the City Manager or the City Manager's designee should consider when establishing a temporary designated speed.

E. For the safety and welfare of the public, it is necessary to establish a temporary designated speed of 30 mph on Martin Luther King, Jr. Boulevard from Club Road to 700' east of S Garden Way.

F. In making this decision, I have considered all of the applicable criteria set forth in EC 5.055 and ORS 810.180(8). The following findings support my decision to establish a temporary designated speed for this street segment.

1. Current conditions / characteristics: Martin Luther King, Jr. Blvd from Club Road to I-5 is a minor arterial street with a posted speeds of 35 mph and 40 mph. This street segment has a paved width of approximately 57 feet. The street cross section along the segment typically includes two eastbound travel lanes at 11' each, one center turn lane at 13', and two westbound travel lanes at 11' each, and a variable-width sidewalk on each side of the road that is wide enough to accommodate people walking and bicycling. Reallocation of the two outside travel lanes to Business Access & Transit (BAT) lanes, the addition of a pedestrian crossing island and rectangular rapid flashing beacon, and given existing construction on Leo Harris Pkwy near Autzen Stadium will necessitate reduced speed limits during construction.
2. Traffic engineering principles and traffic investigations support a reduction in the speed of automobile traffic when there is construction within or adjacent to the street.
3. These treatments are consistent with standards, limitations, and rules promulgated by the Oregon Transportation Commission or the Oregon Public Utility Commission or their successors through guidance from the Oregon Department of Transportation Traffic Control Plans Design Manual and also with other recognized traffic control standards including the Manual on Uniform Traffic Control Devices (Part 6) temporary traffic control.
4. Establishing a temporary designated speed of 30 mph on this street segment during construction related activities from June 1, 2024 to June 1, 2025 (when the temporary designated speed is posted) is consistent with the following Goal and System Wide Policy in the Eugene 2035 Transportation System Plan, adopted by City Council on June 26, 2017:

Goal 4: Address the transportation needs and safety of all travelers, including people of all ages, abilities, races, ethnicities, and incomes. Through transportation investments, respond to the needs of system users, be context sensitive, and distribute the benefits and impacts of transportation decisions fairly throughout the City.

System-Wide Policy 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 goal (Resolution No. 5143), 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.


Potential Actions for System-Wide Policies K: Evaluate City streets for opportunities to lower speed limits when doing so will make the street safer

for one or more modes of transportation and not make it less safe for any other mode.

On the basis of these findings, I order that:

A temporary designated speed of 30 mph for all vehicles will be established, from June 1, 2024 to June 1, 2025 (when the temporary designated speed is posted), on Martin Luther King, Jr. Boulevard from Club Road to 700' east of S Garden Way.

Dated and effective this 17th **day of May, 2024.**



Jenifer Willer (May 17, 2024 16:23 PDT)

Jenifer M. Willer, PE
City Engineer
City of Eugene Public Works