

**ADMINISTRATIVE ORDER NO. 58-25-27**  
**of the**  
**City Engineer of Public Works Engineering**  
**of the City of Eugene**

**DESIGNATING TEMPORARY SPEEDS ON LEO HARRIS PARKWAY  
DUE TO CONSTRUCTION-RELATED ACTIVITIES.**

**The City Engineer of Public Works Engineering 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 25 mph on the entire extent of Leo Harris Parkway from Martin Luther King, Jr. Boulevard (west end) to Martin Luther King, Jr. Boulevard (east end).

**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: Leo Harris Parkway is a three lane Major Collector Street that connects to Martin Luther King, Jr. Blvd at two points, one east and one west of the Autzen Stadium Sports Complex. The majority of this street features one general purpose travel lane in each direction, one two way left turn lane, and one bike lane in each direction. The total width of the street is about 42' curb-to-curb. Due to reconstruction and realignment of Leo Harris Parkway on the west end of the Autzen Stadium Sports Complex, access is limited to construction vehicles at Martin Luther King, Jr. Blvd (west end) and mixed traffic, including heavy construction vehicles are entering from Martin Luther King, Jr. Blvd from the east end of Leo Harris Parkway. In addition to construction traffic accessing the construction area, temporary traffic control and construction operations are in or near the travel lanes on Martin Luther King, Jr. Blvd and Leo Harris Parkway. Construction of the permitted public improvements and private development is anticipated to be complete by end of April 2027.
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 July 15, 2025 to April 30, 2027 (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 25 mph for all vehicles will be established, from July 15, 2025 to April 30, 2027 (when the temporary designated speed is posted), along the entire extent of Leo Harris Parkway from Martin Luther King, Jr. Boulevard (west end) to Martin Luther King, Jr. Boulevard (east end).

**Dated and effective this 27<sup>th</sup> day of August, 2025.**



Jenifer Willer (Aug 27, 2025 14:44:33 PDT)

**Jenifer M. Willer, PE**  
**City Engineer of Public Works Engineering**