

ADMINISTRATIVE ORDER NO. 58-25-26
of the
City Engineer of Public Works Engineering
of the City of Eugene

**DESIGNATING TEMPORARY SPEEDS ON MLK JR. BLVD 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 30 mph on Martin Luther King, Jr. Boulevard from Centennial Loop (east end) to Chevy Chase Street.

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 Centennial Loop (east end) to Leo Harris Parkway (west end) is a 4-lane Minor Arterial Street with two westbound travel lanes, one eastbound travel lane, and one eastbound right turn only lane. Leo Harris Parkway (west end) to Chevy Chase Street is a Minor Arterial Street with two general purpose travel lanes, one eastbound and one westbound, one two-way left turn lane, and two dedicated bus lanes, one eastbound and one westbound. During University of Oregon (UO) Football games and for UO graduation the bus lanes are used as general purpose travel lanes through temporary signage indicating “Event Traffic Use Bus Lane”. The UO is currently reconstructing a portion of Leo Harris Parkway, including parts of the Leo Harris Parkway at MLK, Jr Blvd intersection, that would benefit from extending the temporary speed order (#58-24-25) through both termini of Leo Harris Parkway at Martin Luther King, Jr. Blvd. 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 30 mph for all vehicles will be established, from July 15, 2025 to April 30, 2027 (when the temporary designated speed is posted), on Martin Luther King, Jr. Boulevard from Centennial Loop (east end) to Chevy Chase Street.

Dated and effective this 27th day of August, 2025.



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

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