

**ADMINISTRATIVE ORDER NO. 58-26-01**  
**of the**  
**City Engineer of Public Works Engineering**  
**of the City of Eugene**

**DESIGNATING TEMPORARY SPEED LIMIT ON ROYAL AVENUE**  
**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 Royal Avenue from North Terry Street to Patriot 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: Royal Avenue from North Terry Street to Patriot Way is a minor arterial street with a posted speed of 35 mph. This street segment has a paved width of approximately 45 feet. The street cross section along the segment typically includes one 5-foot eastbound bike lane, one 11-foot eastbound travel lane, one 13-foot center turn lane, one 11-foot westbound travel lane, and one 5-foot westbound bike lane. There is also a 5-foot sidewalk on the north side of Royal Avenue and a short segment of 5-foot sidewalk on the south side of Royal Avenue adjacent to St Charles Street. Construction activities in and along the street such as sidewalk installation and installation of an enhanced pedestrian crosswalk with rectangular rapid flashing beacon (RRFB) at the corner of St Charles Street and Royal Avenue will necessitate the slower speeds near the work site. During this work, drivers on Royal Avenue will be diverted into alternative travel lanes or experience narrowed travel lanes. Bike lanes will also be closed as needed so people riding bikes will share the travel lanes with motor vehicles. Throughout construction, Royal Avenue will serve as the route onto which construction vehicles will regularly enter and leave the construction areas.
2. Traffic engineering principles support a reduction in the speed of automobile traffic in and around the work zone when the travel lanes are narrowed and people riding bicycles are sharing the travel lanes with motor vehicles, as described above. Additionally, when there is construction within or adjacent to the street, lower travel speeds will improve safety for workers.
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. Reducing traffic speeds due to increased construction vehicle traffic, narrowed traveled lanes, and shared lanes with bicycle riders is likely to improve safety through the work zone. Establishing a temporary designated speed of 25 mph on this street segment during construction related activities 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.

**On the basis of these findings, I order that:**

A temporary designated speed of 25 mph for all vehicles will be established on Royal Avenue from approximately North Terry Street to Patriot Way when the temporary designated speed limit is posted, between the dates of June 12<sup>th</sup>, 2026 and September 11<sup>th</sup>, 2026.

**Dated and effective this 4<sup>th</sup> day of March, 2026.**



Doug Singer (Mar 4, 2026 17:27:51 PST)

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**Doug Singer, PE**  
**City Engineer (AIC) of Public Works Engineering**