

MILWAUKIE SAFE HARVEY STREET IMPROVEMENTS

PROJECT SURVEY SUMMARY

April 19, 2022

Online Survey

Between March 21 and April 11, 2022, the City of Milwaukie hosted an online survey for the Harvey Street Improvements project. The survey link was located on the website, and community members could request a paper version to fill out and return, as well. The purpose of the survey was to learn more about how neighbors and community members use Harvey Street, what their preferences are for using the limited public right-of-way space, and what their questions and concerns are.

The city used the following methods to promote the survey:

- Social media post on the City of Milwaukie's account
- An email to the interested parties list and individual messages sent to Bike Milwaukie, the PSAC, the Ardenwald-Johnson Creek NDA and the Lewelling NDA
- A factsheet mailed to neighbors within a two-block radius of the project corridor
- An article in the April edition of *The Milwaukie Pilot*

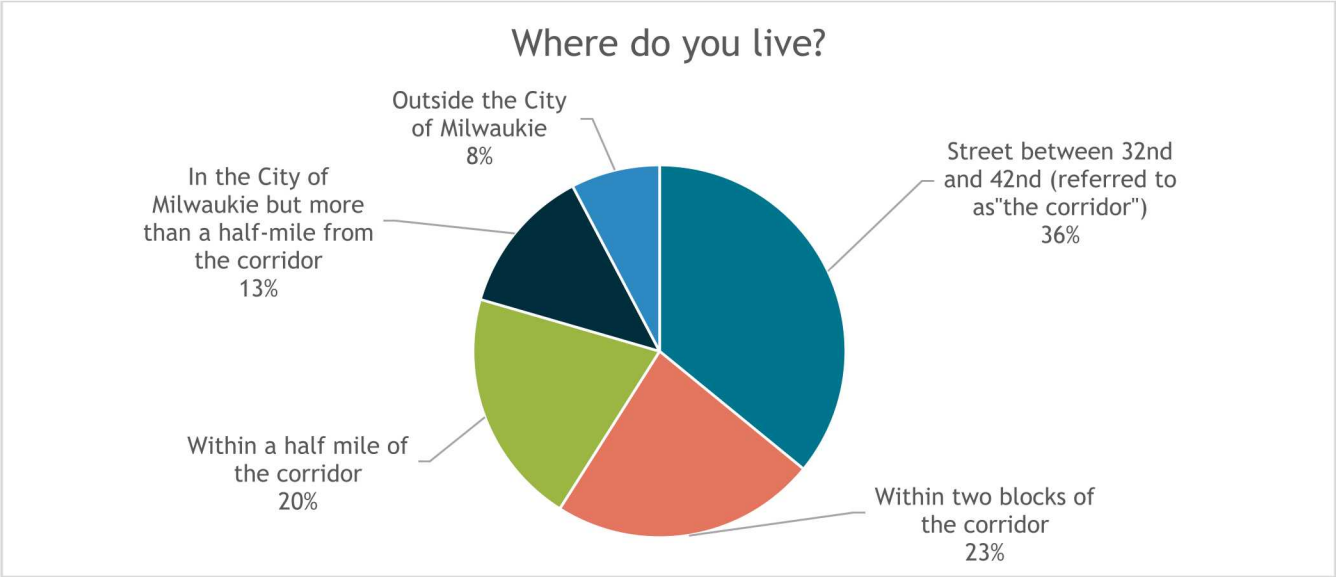


Survey Results

Altogether, 198 people submitted survey responses—194 were from the online survey and 4 were from the paper surveys.

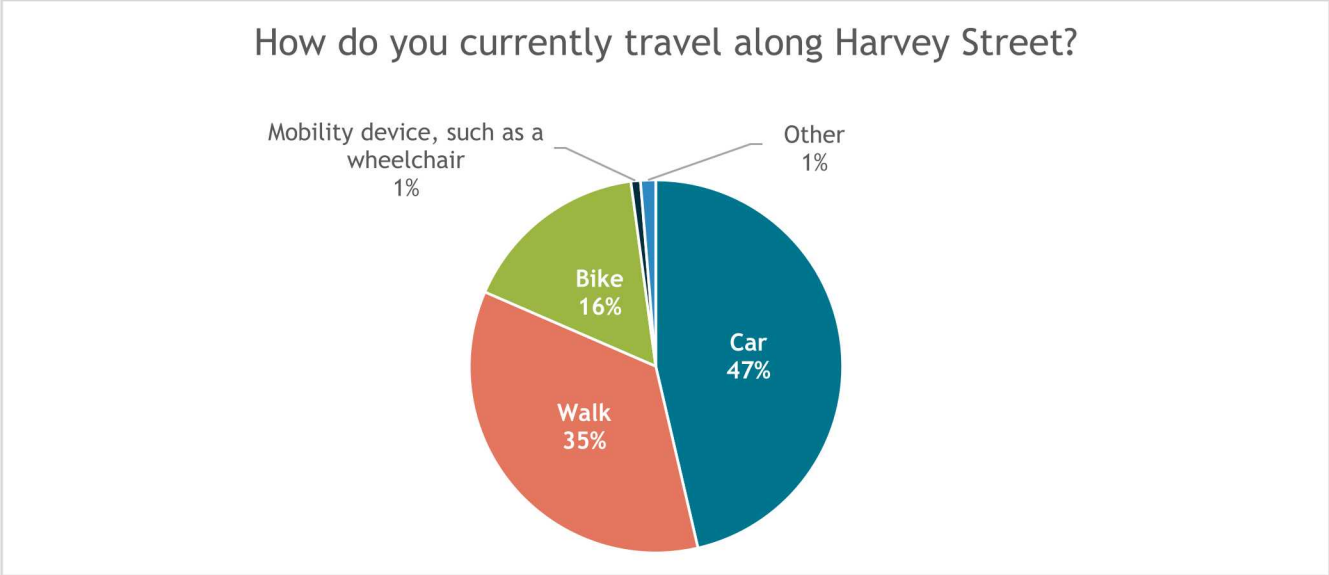
Participant Information

Of the 195 people who shared where they live, **the majority (59%) either live along the project corridor or within two blocks of the corridor.** Most of the other participants (20%) live within half a mile of the corridor.



How People Currently Use the Corridor

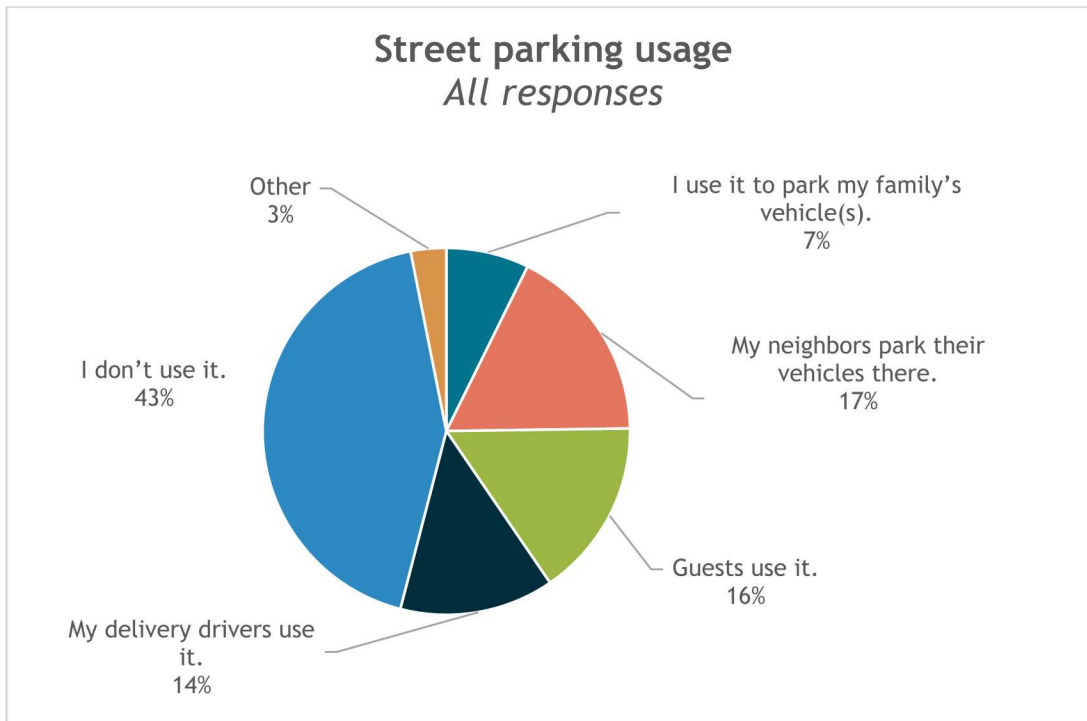
Of the 195 people who responded to how they currently travel on Harvey Street, **47% use a car, 35% walk, and 16% bike.** A very small percentage said they use a mobility device (1%).



Number of People Using On-Street Parking

Altogether, 186 people responded the question of how they currently use on-street parking on Harvey Street, but because people could select more than one response to this question, there were a total of 286 responses. Of the 186 respondents, 69 of them live on the corridor. In total, **122 people (43%) said they don't use on-**

street parking, 50 said their neighbors park there, 45 said guests use it, 39 people said their delivery drivers use it, and 21 people said they park their family’s vehicle(s) on the street.

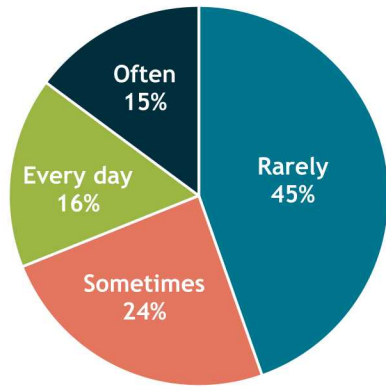


Of the 3% of participants who selected “Other,” one person elaborated that they use on-street parking when necessary, and one said they use on-street parking to back their boat and camper into their driveway.

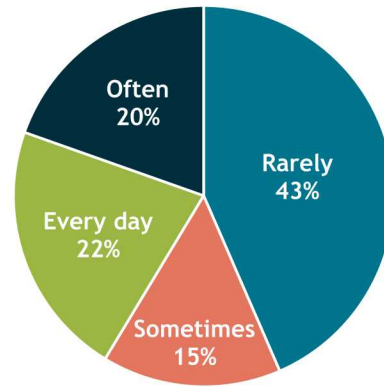
Frequency of On-Street Parking

Of the 74 people who said that they use on-street parking, **45% said they rarely use it**, 31% said they use it often or every day, and 24% said they sometimes use it. **Of the 45 people** who responded to this question, **and who live along the corridor, 43% said they rarely use on-street parking.** This closely mirrors the percentage of overall participants.

Street parking usage frequency *All responses*



Street parking usage frequency *Those who live on the corridor*



Traffic Calming Measures

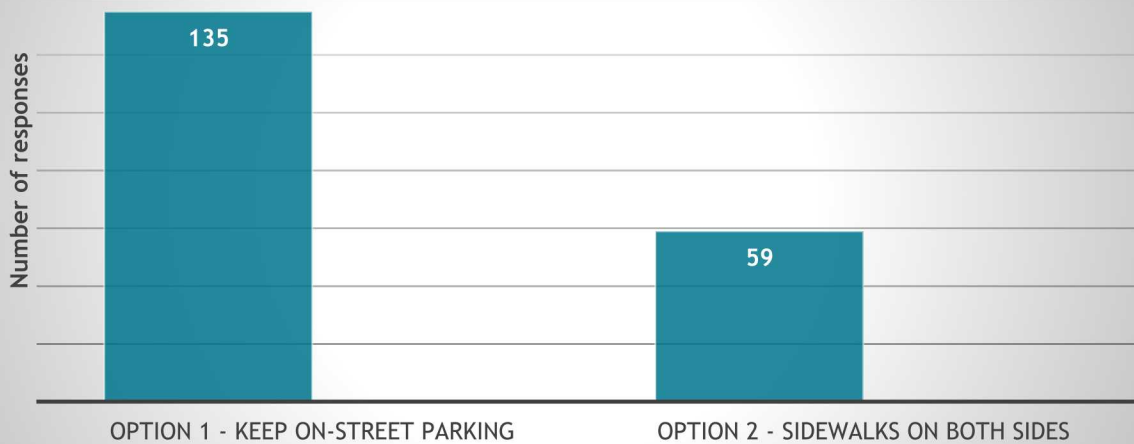
The survey listed three traffic calming measures that could potentially be used on Harvey Street. These measures include **speed cushions, chicanes, and bulb outs**. Of the 93 participants who shared comments about these measures:

- **23 people were in favor** of the calming measures
- **A few were strongly opposed**
- Of the three methods, **people were more likely to be against speed cushions** (18) than bulb outs or chicanes, however 12 people were in favor of speed cushions
- Many people stated they were mostly concerned with pedestrian and bicyclist safety and visibility

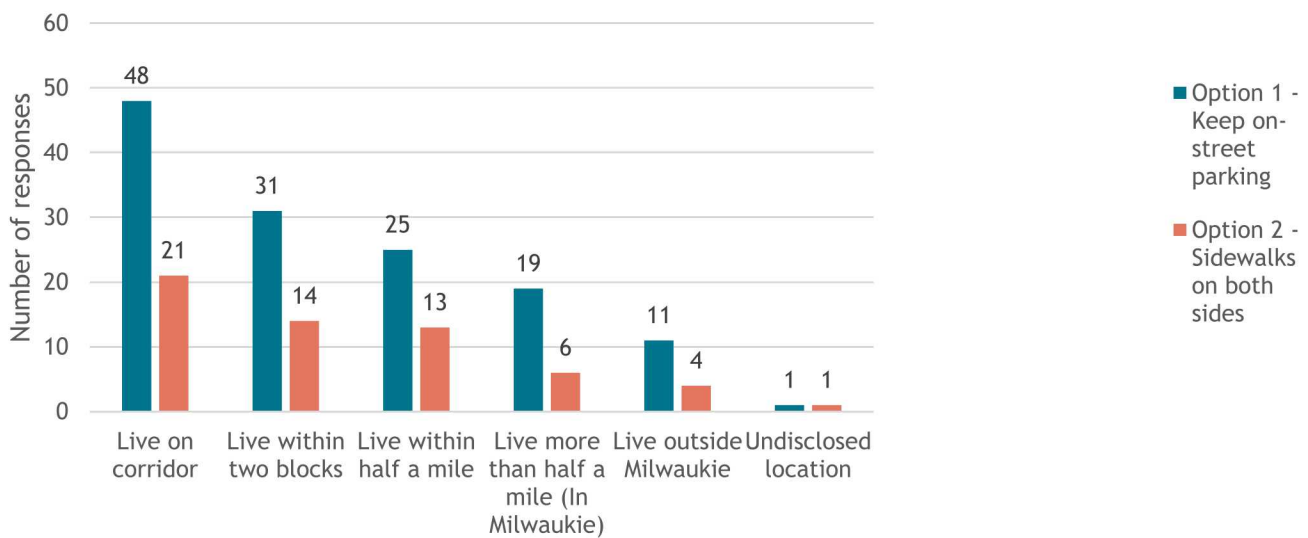
Right-of-Way Preferences: On Street Parking on One Side vs Sidewalks on Both Sides

Of the 194 people who responded, **70% support Option 1**, keeping on-street parking on one side of the street and adding a continuous sidewalk on one side of the street, and **30% support Option 2**, adding continuous sidewalk on both sides of the street.

Overall Right-of-Way Preferences



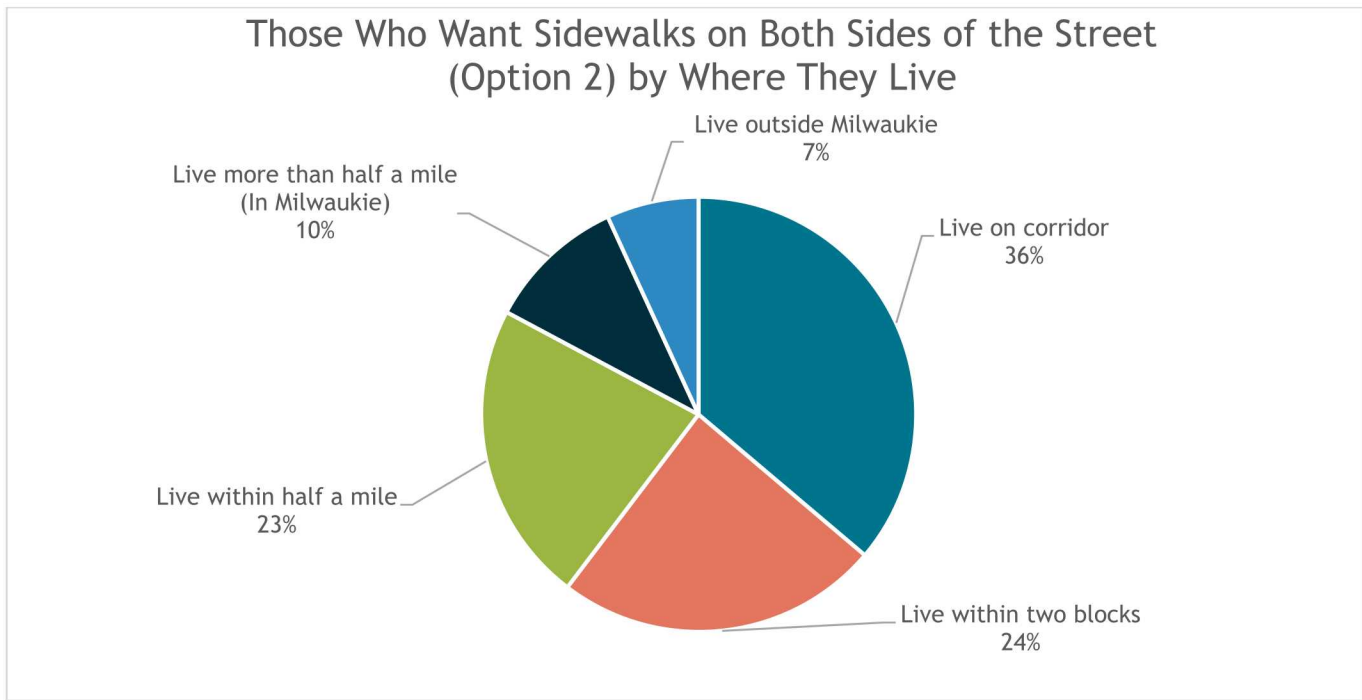
Right-of-Way Preferences By Where People Live



Of the 135 participants who would like parking on one side of the street (Option 1), the following bullets break down their preference, by where they live:

- 70% of those who live on the corridor
- 69% of those who live within two blocks of the corridor
- 66% of those who live within half a mile
- 76% of those who live more than a half a mile away
- 73% of those who live outside of Milwaukie

Of the 59 participants who chose Option 2, adding continuous sidewalk on both sides of the street, 60% live either along the corridor or within two blocks of the corridor, 23% live within a half mile, and 17% live more than a half mile away or outside of the city limits.



Open-ended Responses to the Right-of-Way Question

Participants were given the option to explain their preference further. Of the 104 responses, approximately 52 people reiterated their preference for on-street parking, and about 22 people reiterated their desire for sidewalks on both sides of the street and/or no on-street parking. Eight people recommended parking to be on the north side of the street and a couple of people expressed frustration at the city’s goal of reducing on-street parking and the number of cars on the road.

“Do you have other questions or comments to share with the project team?”

At the end of the survey, participants were asked to share their other questions or comments with the project team, and 51 people responded. The most prominent key theme was a **call for improved safety and visibility for pedestrians and cyclists**, including clear crosswalk markings. Most of the responses were unique, site specific, or offered specific arguments in favor of their row-of-way preferences.

A sampling of unique comments are below:

- Thank you for starting this project! My family is very excited to know a sidewalk is coming.
- I would encourage the city to consider improvements that could be made on 32nd between Balfour and Harvey to create safe bike/ped connections on the entire greenway.

- Harvey is currently low volume in traffic. Might justify having a lesser amount than usual of traffic calming "improvements."
- Large delivery trucks and semis routinely use Harvey and other side streets to reach their delivery destinations. Fair enough, I guess, though a practice I would rather see disallowed. Any changes to SE Harvey should be made with the consideration for abating or blocking oversized vehicles from use, save for those belonging to the city, county, emergency services, and utilities.
- Having the option for street parking is very important for our street. Also, it's important for us because we have elderly family that need close nearby parking. Thank you for listening.

Other Community Feedback

At the PSAC meeting via Zoom on March 24, 2022, the Project Manager heard these themes:

- Appreciation for the 42nd Ave traffic calming measures that will also be used on Harvey St (speed cushions and bulb outs)
- Confusion about why on-street parking would even be considered
- Question about what the mailing radius was. *Answer: a two-block radius from the project corridor*

At the Ardenwald-Johnson Creek NDA meeting via Zoom on March 29, 2022, the Project Manager heard these themes:

- Question about what the mailing radius was. *Answer: a two-block radius from the project corridor*
- Question about if responses from adjacent neighbors would be given weight/preference over community members who do not live adjacent to project. *Answer: TBD. But targeted outreach in the form of a mailer was sent to adjacent neighbors*
- Confusion about what a 22-foot wide street looks or feels like in comparison to other streets
- Question about if a one-way street or bike lanes could be considered rather than a shared roadway. *Answer: Neither option is on the table right now.*