

# MILWAUKIE HARVEY STREET IMPROVEMENTS

## JANUARY 2024 OPEN HOUSE SUMMARY

Prepared for:

City of Milwaukie



Prepared by:

JLA Public Involvement, Inc.



**February 16, 2024**

# OPEN HOUSE EVENT SUMMARY

## EVENT DETAILS

January 31, 2024 | 5:00 – 6:30 p.m.  
Dogwood Community Room, City Hall

## EVENT PURPOSE

The City of Milwaukie hosted an open house to:

- Share project information and early design plans.
- Answer community members’ questions.
- Encourage people to sign up for project email updates.

## MEETING ATTENDANCE

Approximately forty-five (45) people attended the open house, and among them twenty (20) people signed up to receive project emails.

Eight (8) project staff attended:

- City of Milwaukie: Brandon Boutros, Jeff Tolentino, and Jennifer Backhaus
- Century West: Joseph Jenkins and Rawley Voorhies
- JLA Public Involvement: Camille Pearce, Tracie Heidt, and Katie Nelson

## OUTREACH AND NOTIFICATION

The City informed the community about the open house through the following methods:

- Social media post to the City of Milwaukie’s Facebook page.
- Email invitation to project listserv.
- Yard signs (3) along Harvey Street and SE 42nd Avenue.
- Project mailer to a 2-block distance of project area.
- Webpage notification.



Yard sign posted in the project area.



## EVENT FORMAT

One center table with a long roll map of the early design plans was set up in the Dogwood Community Room. A cross section illustration of the road and proposed lane widths was displayed next to the table, and a project overview board was displayed next to the welcome table. JLA staff were stationed at the welcome table and greeted people as they entered. The welcome table

had a stack of the recent mailer, an email sign-up sheet, City of Milwaukie stickers, an

*Picture captures a group of participants reviewing the design plans and sharing feedback with project staff.*



informational flyer for the Milwaukie TSP Update project, and a pile of Brandon and Jeff's business cards.

Cookies and treats were laid out on the counter by the sink, along with hot chocolate and hot apple cider.

## FEEDBACK SUMMARY

Overall, participants had a positive reaction to the project and were happy to talk to project staff, get their questions answered,

and be listened to in the early project design.

*Participants wrote site-specific feedback on sticky notes on the roll map for the project team.*

Participants shared the following feedback with the project team:

- Several participants want more traffic calming measures, with several requesting speed bumps, specifically; however, some people indicated they do not want speed bumps on Harvey Street.
- Several people would like the greenway information to be highly visible, including more wayfinding signage and sharrows.
- Others had questions about off-site improvements at 32nd Avenue and King Street.
- A few people wanted to know what classifies a greenway.
- Some participants had questions about parking on Harvey Street.

- A couple people were concerned about the new middle housing development at Harvey Street and 33<sup>rd</sup> Avenue and the negative impacts to the other residents on the street, due to the development's lack of required parking spots onsite.
- Many were pleased with the sidewalk improvements.
- There were some general questions about construction impacts and duration.

Some folks noted they do not want the utility poles and mailboxes in the sidewalk. Another person had a question about what the speed limits would be. Others stated there are visibility issues at the corners of Harvey Street and 32nd Avenue and 37th Avenue. One person reported a flooding concern and requested street sweeping to address the debris blocking the storm inlets on 33rd Avenue. Overall, it seemed that the bike advocates were more highly in favor of traffic calming devices than the established residents of Harvey Street.

For the full list of the comment card questions and concerns, see [Appendix A](#) and to view the comments that participants made on the roll map, see [Appendix B](#).

## **NEXT STEPS**

Design will continue through Fall 2024. Construction is expected to begin in late 2024. The team may host another open house when plans are finalized.

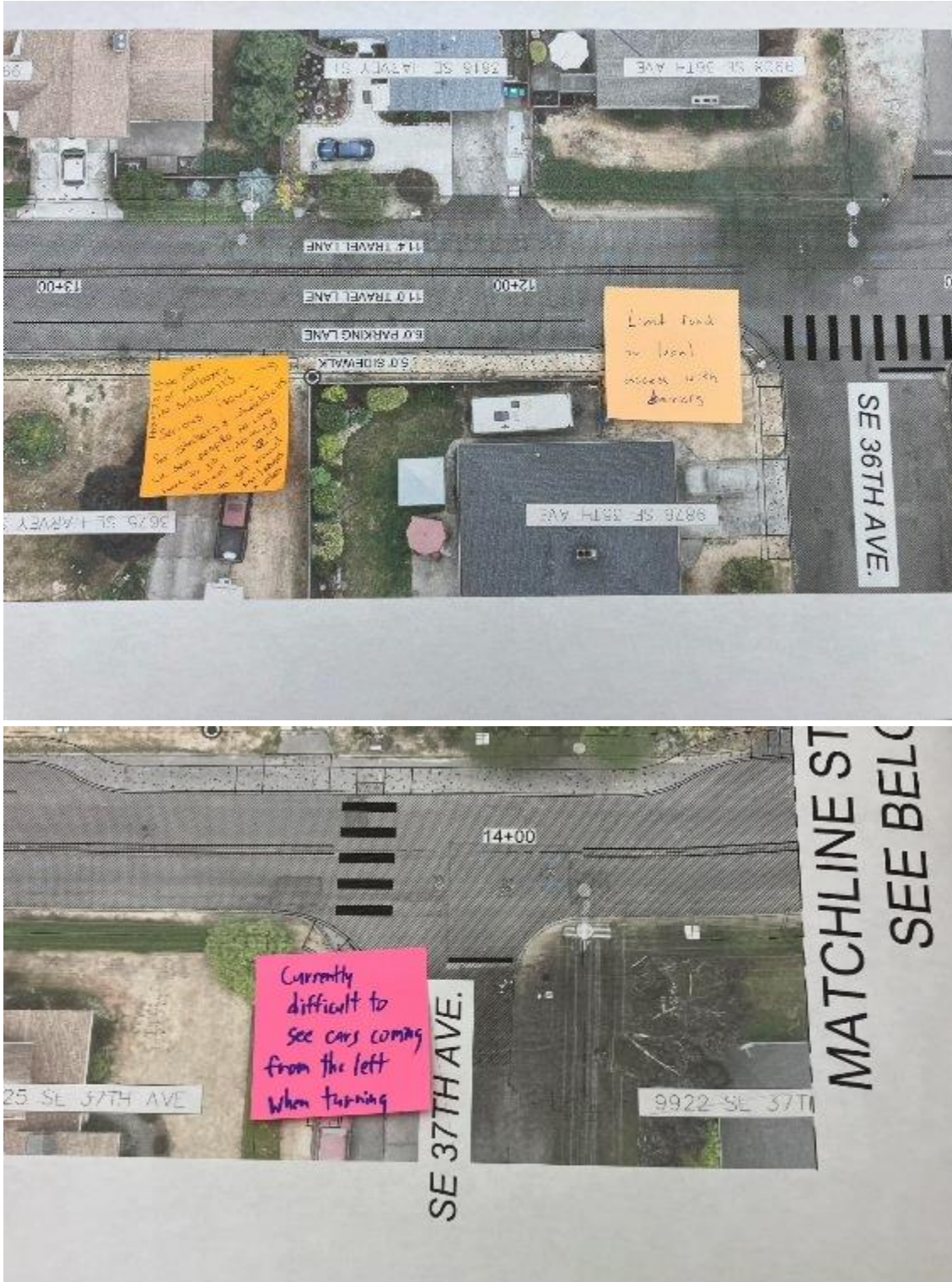
## APPENDIX A: INDIVIDUAL COMMENTS

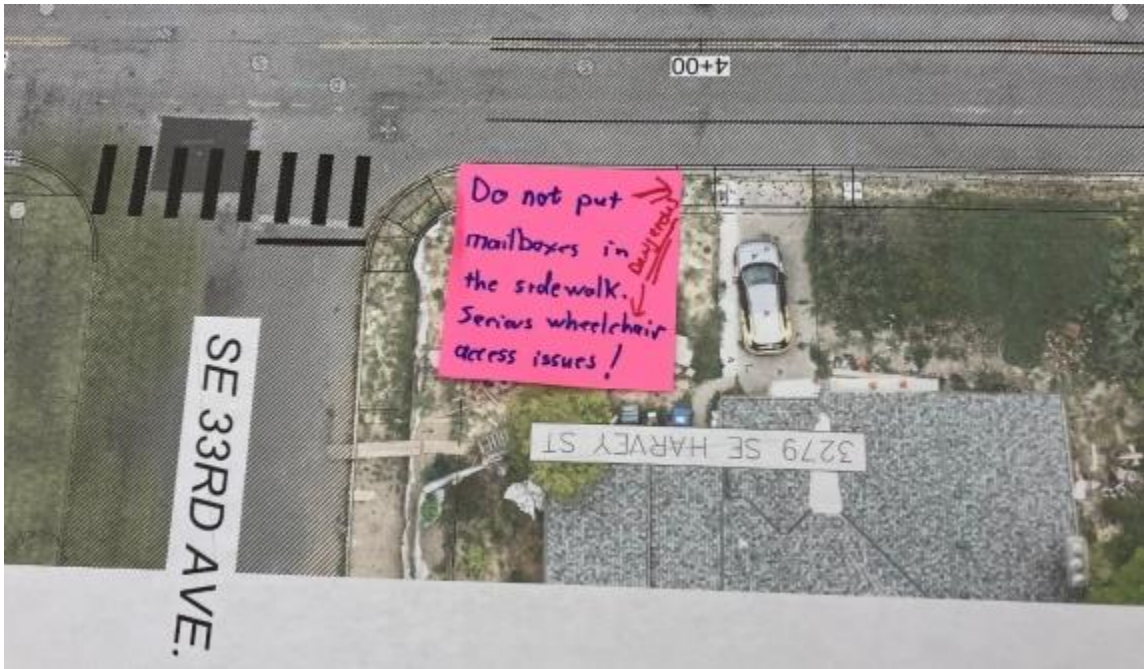
Below are the unedited comments that respondents submitted on the comment forms. City staff emailed the participants who requested a response after the event; each response is recorded below.

Comment	Response
<p>Designated greenway but is not designed as one. Is like 42<sup>nd</sup> with 1 sidewalk and no speed bumps. Narrower lanes?</p>	<p>Thank you for your feedback from the Harvey Street Open House!</p> <p>Harvey Street is already a Level 1 neighborhood greenway as described in our current Transportation System Plan (TSP 2018) because there are existing wayfinding signs at 32nd and 40th. However, we plan to increase it to a Level 3 or 4 by adding pavement markings, bulb outs, and narrowing the lanes. These improvements will help address speeding issues and are proven traffic calming measures.</p> <p>These speed mitigating measures are best practice in the industry based in national guidelines. Our data also shows a drop in the 85th-percentile speed of 3 – 4 MPH after the 42nd Avenue project, which included bump outs, lane narrowing, and speed humps.</p> <p>After the project is complete, the team will evaluate how well the updates are performing and determine if additional traffic calming measures are needed.</p>
<p>Reflective tape for crosswalks at night, black striped crosswalks can't see them. Too many cars for peds. Low visibility on Harvey curve 42<sup>nd</sup> Bend road. Thanks for creating!</p>	<p>Thank you for your suggestions and feedback from the Harvey Street Open House. Our team will consider these improvements as it relates to the overall project goals.</p>
<p>At 40<sup>th</sup> and Harvey, there should be crosswalks on all four sides on the intersection because of the foot traffic to Water Tower park. Otherwise the plan looks good.</p>	<p><i>No follow up requested.</i></p>
<p>We have a 21 foot boat we take out regularly and need to make sure our driveway doesn't end up any steeper than it is. And speed bumps on Harvey Street to stop people from speeding.</p>	<p><i>No follow up requested.</i></p>
<p>This is a great project/improvement. It is simple, straightforward, preserves</p>	<p><i>No follow up requested.</i></p>

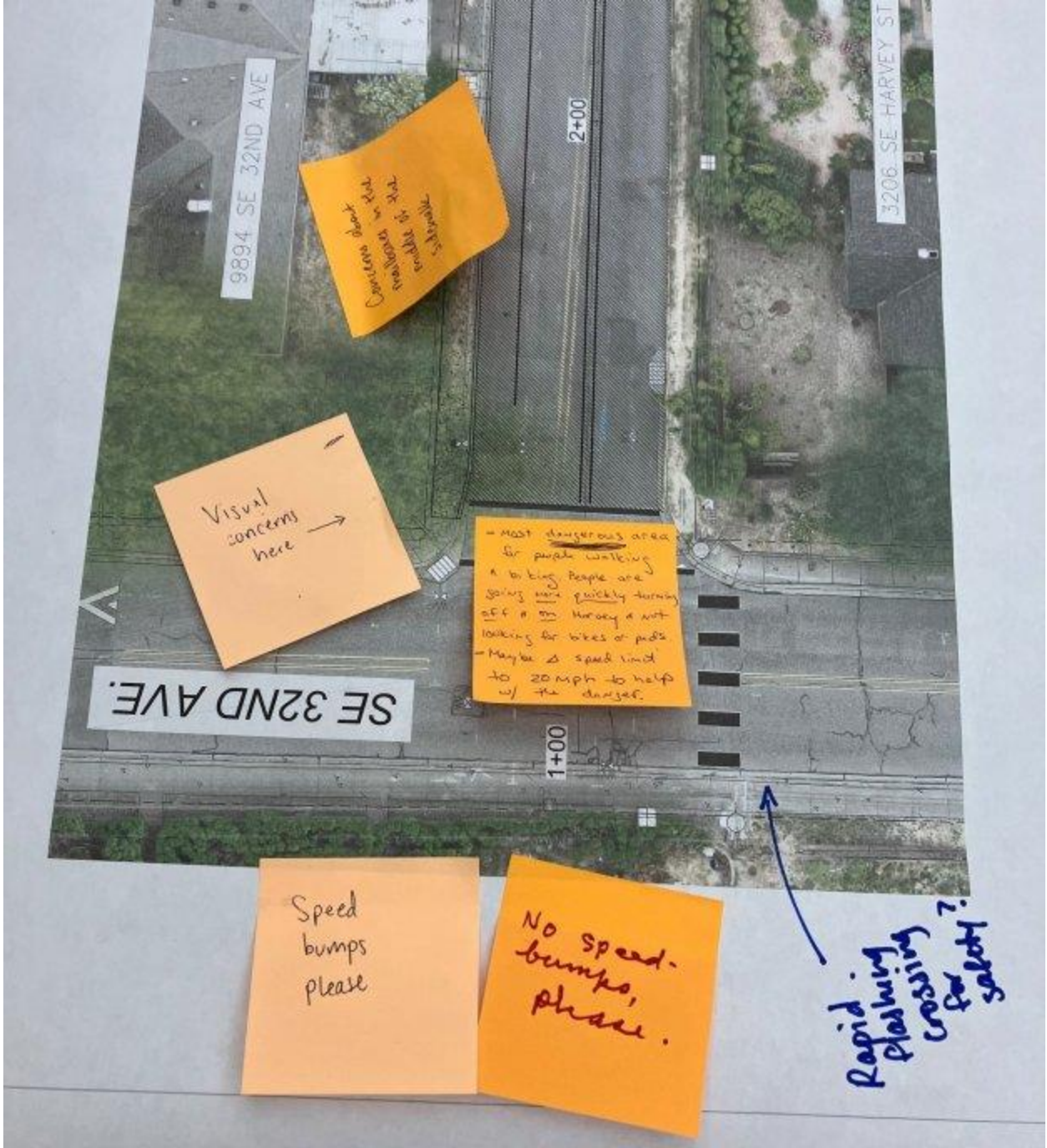
<p>existing parking, and gives us one sidewalk. Please don't complicate by cramming in bicycle lanes, etc.</p>	
<p>Love to chat more about greenways and ways to designate them with clear signage and wayfinding symbols. Also include additional traffic calming in the future, i.e. speed humps on SE Harvey.</p>	<p>Thank you for your feedback from the Harvey Street Open House!</p> <p>For this project, we will be adding greenway markings to the road to indicate the road is a greenway and to share the road with folks who are bicycling. Presently, Harvey Street has wayfinding to help bicyclists navigate the route.</p> <p>We'd appreciate your feedback on whether you'd like more of these wayfinding signs or if you'd like to see something different to help designate the greenway clearly.</p> <p>Speeding will be addressed with bulb outs and narrower lanes, which have been proven to work as traffic calming measures. After the project is complete, the team will evaluate how well the updates are performing and determine if additional traffic calming measures are needed.</p>
<p>Please add mirrors at Harvey and 42<sup>nd</sup> corner. Turning into the cul de sac is blind due to the big trees.</p>	<p><i>No follow up requested.</i></p>
<p>Thank you for your hard work in getting this project up and going. Only issue not related to sidewalks safe is parking with cottage homes.</p>	<p><i>No follow up requested.</i></p>
<p>NE corner at 32<sup>nd</sup> and Harvey has visibility issues, (for EB vehicles turning north)</p>	<p><i>No follow up requested.</i></p>
<p>The lack of parking for new cottage cluster dev. @ 3736 Harvey is disappointing.</p>	<p><i>No follow up requested.</i></p>

# APPENDIX B: COMMENTS ON THE DESIGN PLANS









Change door  
in that  
direction  
to improve  
visibility

Visual  
concerns  
here →

- most dangerous area  
for people walking  
A biking people are  
going more quickly turning  
off a on Harvey & not  
looking for bikes or pedestrians  
- Maybe a speed limit  
to 20 mph to help  
w/ the danger.

Speed  
bumps  
please

No speed-  
bumps,  
phase.

Rapid  
flashing  
crossing?  
signal?

