Barbur Concept Plan Survey #2



1. Is this your first time participating in the Barbur Concept Plan? Response Response Percent Count Yes 79.9% 155 14.4% 28 No Abstain 5.7% 11 answered question 194 skipped question 3

2. How old are you? Response Response **Percent** Count 20 or younger 0.5% 1 21 to 30 7.8% 15 31 to 45 36.8% 71 46 to 65 42.5% 82 65+ 7.3% 14 I'd rather not say 5.2% 10 answered question 193 skipped question 4

3. How long have you lived in Southwest Portland?

	Response Percent	Response Count
Less than 5 years	14.9%	29
5 to 10 years	14.4%	28
10 to 20 years	21.6%	42
More than 20 years	23.7%	46
I don't live in SW Portland	25.3%	49
	answered question	194
	skipped question	3

4. How close do you live to Barbur?

	Response Percent	Response Count
Within a block or two	17.2%	33
Within a half mile	33.3%	64
Within three miles	27.6%	53
More than three miles away	21.9%	42
	answered question	192
	skipped question	5

5. How do you use Barbur?		
	Response Percent	Response Count
I travel through on my way to other places	11.6%	22
I travel through, and occasionally visit area businesses	44.2%	84
I use Barbur to regularly visit area businesses	40.0%	76
None of the above	4.2%	8
	answered question	190
	skipped question	7

6. How often do you ride the bus on Barbur (or on a route that uses Barbur)		
	Response Percent	Response Count
Very often	10.9%	21
Sometimes	19.3%	37
Rarely	27.1%	52
Never	42.7%	82
	answered question	192
	skipped question	5

7. I would like more places to visit during the DAYTIME on Barbur

	Response Percent	Response Count
Strongly agree	27.8%	52
Somewhat agree	25.7%	48
Neutral	30.5%	57
Somewhat Disagree	3.2%	6
Strongly Disagree	12.8%	24
	answered question	187
	skipped question	10

8. I would like more places to visit during the EVENING on Barbur

	Response Percent	Response Count
	Percent	Count
Strongly agree	29.9%	56
Somewhat agree	27.3%	51
Neutral	25.7%	48
Somewhat Disagree	5.3%	10
Strongly Disagree	11.8%	22
	answered question	187
	skipped question	10

9. Barbur is a good place for more housing

	Response Percent	Response Count
Strongly agree	19.1%	36
Somewhat agree	21.8%	41
Neutral	16.0%	30
Somewhat Disagree	17.0%	32
Strongly Disagree	26.1%	49
	answered question	188
	skipped question	9

10. Barbur is a good place for more businesses and other destinations

	Response Percent	Response Count
Strongly agree	37.9%	69
Somewhat agree	35.7%	65
Neutral	15.4%	28
Somewhat Disagree	3.8%	7
Strongly Disagree	7.1%	13
	answered question	182
	skipped question	15

11. New traffic signals and crossings on Barbur are desirable

	Response Percent	Response Count
Strongly agree	47.8%	88
Somewhat agree	17.4%	32
Neutral	12.5%	23
Somewhat Disagree	8.2%	15
Strongly Disagree	14.1%	26
	answered question	184
	skipped question	13

12. Wider sidewalks, buffered from traffic, would improve Barbur

	Respons Percen	-
Strongly agree	56.8	% 105
Somewhat agree	10.3	% 19
Neutral	10.8	% 20
Somewhat Disagree	7.6	% 14
Strongly Disagree	14.6	% 27
	answered question	on 185
	skipped questio	on 12









Scenario 1 Scenario 2 Scenario 3 Scenario 4

13. Which of the above images of SW 13th did you like best?

	Response Percent	Response Count
Scenario 1: Commercial Investments	17.9%	33
Scenario 2: Main Street	8.2%	15
Scenario 3: Moderate Mixed Use	33.7%	62
Scenario 4: Higher Intensity Mixed Use	28.8%	53
None of the above	11.4%	21
	answered question	184
	skipped question	13









Scenario 1 Scenario 2 Scenario 3 Scenario 4

14. Which of the above images did you like best?

	Response Percent	Response Count
Scenario 1: Commercial Investments	13.7%	25
Scenario 2: Main Street	20.8%	38
Scenario 3: Moderate Mixed Use	31.1%	57
Scenario 4: Higher Intensity Mixed Use	19.1%	35
None of the above	15.3%	28
	answered question	183
	skipped question	14









Scenario 1 Scenario 2 Scenario 3 Scenario 4

15. Which of the above images did you prefer?

	Response Percent	Response Count
Scenario 1: Commercial Investments	17.8%	32
Scenario 2: Main Street	16.7%	30
Scenario 3: Moderate Mixed Use	27.8%	50
Scenario 4: Higher Intensity Mixed Use	21.7%	39
None of the above	16.1%	29
	answered question	180
	skipped question	17









Scenario 1 (e.g. Macadam)

Scenario 2 (e.g. State St. LO)

Scenario 3 (e.g. Belmont)

Scenario 4 (e.g. 10^{th} &Everett)

16. My vision for the Historic Highway segment (between the A-Boy at SW Terwilliger and Barbur World Foods at SW Capitol Highway) is closest to:

	Response Percent	Response Count
Scenario 1: Commercial Investments	22.3%	39
Scenario 2: Main Street	21.7%	38
Scenario 3: Moderate Mixed Use	32.0%	56
Scenario 4: Higher Intensity Mixed Use	14.3%	25
None of the above	9.7%	17
	answered question	175
	skipped question	22



Scenario 1 (e.g. Macadam)



Scenario 2 (e.g. State St. LO)



Scenario 3 (e.g. Belmont)



Scenario 4 (e.g. 10^{th} &Everett)

17. My vision for the Lair Hill segment (between I-405 at downtown and just past the Swan Mart at SW Hamilton) is closest to:

	Response Percent	Response Count
Scenario 1: Commercial Investments	17.7%	31
Scenario 2: Main Street	18.9%	33
Scenario 3: Moderate Mixed Use	26.9%	47
Scenario 4: Higher Intensity Mixed Use	18.9%	33
None of the above	17.7%	31
	answered question	175
	skipped question	22



Scenario 1 (e.g. Macadam)



Scenario 2 (e.g. State St. LO)



Scenario 3 (e.g. Belmont)



Scenario 4 (e.g. 10^{th} &Everett)

18. My vision for the Far Southwest segment (between Barbur World Foods at SW Capitol Highway and the Tigard City limits at the I-5 overpass) is closest to:

	Response Percent	Response Count
Scenario 1: Commercial Investments	23.4%	41
Scenario 2: Main Street	16.6%	29
Scenario 3: Moderate Mixed Use	31.4%	55
Scenario 4: Higher Intensity Mixed Use	16.0%	28
None of the above	12.6%	22
	answered question	175
	skipped question	22

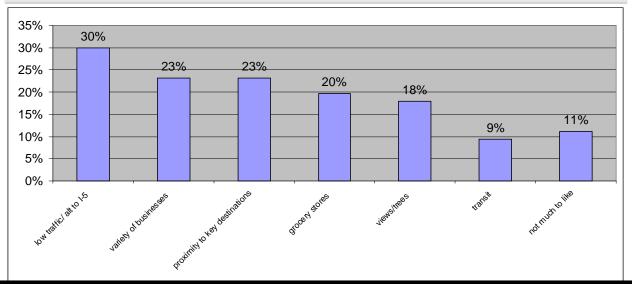
A few common themes emerged from the open-ended responses...

19. What are your favorite things about the Barbur corridor?

Response Count

117

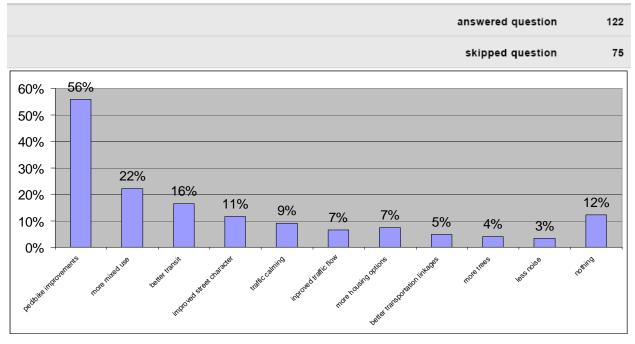




20. What are the specific things you would like to see change (if any)?

Response Count

122

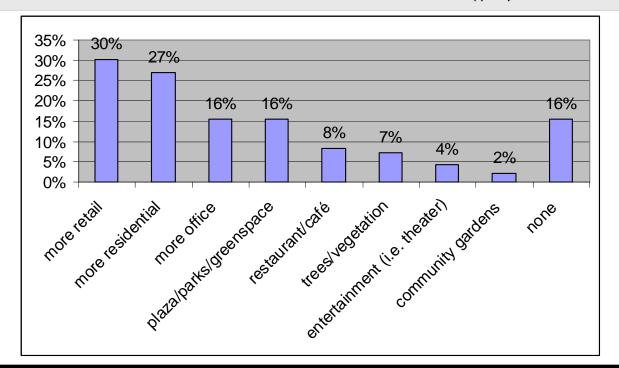


21. Are there new land uses you would like to see, or existing uses that you would like to see more of?

Response Count

96

96	answered question	
101	skipped question	



22. Share any other ideas, comments, or suggestions... Response Count 79 answered question 79 skipped question 118

And finally, we received 79 responses from people offering suggestions and other ideas to improve Barbur or to clarify their previous survey responses. Folks expressed both support for and opposition against light rail, continued concern regarding traffic circulation and pedestrian and bicycle safety, cautions about impacting nearby residential neighborhoods, and questions about the ability to fund improvements to the area.

Thanks to all who participated in the survey! We look forward to sharing the refined alternatives at our next community forum in the Fall. Stay tuned for more updates on our website: www.portlandonline.com/barbur

Q19 Re	sponses. What are your favorite things about the Barbur corridor?	
1	The views and trees.	Jun 14, 2012 10:50 Pi
2	convenience to downtown and west areas	Jun 14, 2012 9:37 PN
3	Barbie foods, the walking bridge across the freeway, accessing Thai Orchid	Jun 14, 2012 9:36 PN
4	traffic moves well, Fred Meyer upgrade, Barbur foods	Jun 14, 2012 12:29 PI
5	Greenery and views	Jun 14, 2012 11:23 Al
6	Fred Meyer	Jun 14, 2012 9:45 AM
7	barbur world foods~ cheaper than a plane ticket! barbur's potential	Jun 14, 2012 9:24 AM
8	traffic moves quickly, but safely. A lot of businesses and residential areas not too far off Barbur.	Jun 14, 2012 9:15 AM
9	Not much	Jun 14, 2012 7:31 AM
10	Can drive thru quickly.	Jun 13, 2012 11:00 P
11	Barbur World Foods, New Delhi Restaurant, Barbur Transit Center, proximity to PCC	Jun 13, 2012 8:29 Pľ
12	Access to useful businesses; adequate pedestrian and traffic passage (car and bus).	Jun 13, 2012 8:09 PI
13	Nothing, the road in the current condition is a terrible.	Jun 13, 2012 7:08 PI
14	Variety of businesses	Jun 13, 2012 7:04 PI
15	The undeveloped section on the hill, with trees, and glimpses of Hood. The ability to travel parallel to I-5 but not on I-5. It is difficult to walk to destinations due to lack of continuous, pedestrian facilities that are pleasant (far from vehicle stream, shaded, not along parking lots, not crossing wide driveways). Lack of pedestrian crossings for I-o-n-g distances, very wide crossings, corners that are't square, that huge radii making it very easy for vehicles to slip around the corner without looking for peds it just isn't a nice place to walk or get to on the bus.	Jun 13, 2012 6:38 Pl
16	Easy access to many places	Jun 13, 2012 5:04 Pl
17	Easy corridor through southwest	Jun 13, 2012 4:34 PI
18	Easy access; good flow of traffic; somewhat bikeable; nice view of east Portland after the Terwilliger turn.	Jun 13, 2012 3:38 PI
19	Certain retail: Fred Meyer, La Costita, Starbucks. I love that it has a bike lane and I feel pretty safe on my bike there.	Jun 13, 2012 3:33 PI
20	The treed section between downtown and Terwilleger.	Jun 13, 2012 2:45 PI
21	having the bus run every 20 minutes, but not much else. We do occasionally go to Fred Meyer and A-Boy	Jun 13, 2012 11:36 A

Q19 Re	sponses. What are your favorite things about the Barbur corridor?	
22	Provides an excellent connection throughout the city.	Jun 13, 2012 11:23 AM
23	The frequent bus service and the grocery store options.	Jun 13, 2012 9:42 AM
24	Unique setting and character of segments - different traveler experiences	Jun 13, 2012 8:58 AM
25	Barbur Foods World Market Grocery	Jun 13, 2012 8:56 AM
26	The mix of commercial service available and ease of access to and from them.	Jun 13, 2012 8:39 AM
27	Quick access to downtown; express bus from Tigard to downtown	Jun 13, 2012 8:38 AM
28	Best alternative to the freeway between Portland and all points south west (Tigard, King City, etc.)	Jun 12, 2012 10:23 PM
29	quick non-freeway access to downtown; good potential for fun shops/restaurants/etc	Jun 12, 2012 10:07 PM
30	I often bike the area between A-Boy/Terwilliger and Lair Hill/Dunniway Park, and really enjoy the experiential transition into the hills, and the treed passage. It would be great if that feeling could still be maintained.	Jun 12, 2012 8:09 PM
31	Hidden gems like Barbur World Foods that have reasonable prices, Fred Meyer for a few basics -perhaps not for prices:) Action Fast Photo -they're actually fast!	Jun 12, 2012 7:10 PM
32	Convenient access downtown. Some interesting shops like Barbur World Foods.	Jun 12, 2012 6:40 PM
33	New Fred Meyer.	Jun 12, 2012 5:44 PM
34	Barbur World Foods	Jun 12, 2012 5:30 PM
35	Relatively good alternative to I-5	Jun 12, 2012 4:00 PM
36	Alternative downtown access that is often a better option then the freeway. Close to downtown.	Jun 12, 2012 3:33 PM
37	It gets me from point A to point B. Leave it alone.	Jun 12, 2012 2:11 PM
38	retail A-Boy, Fred Meyer etc	Jun 12, 2012 2:07 PM
39	Great connector and alternative to I-5. I-5 can often be impassable.	Jun 12, 2012 2:03 PM
40	The variety of businesses and the ease of accessing them.	Jun 12, 2012 1:37 PM
41	Hmmm I don't have many. I drive it to where I need to go.	Jun 12, 2012 1:26 PM
42	At this point, there are not many.	Jun 12, 2012 1:16 PM
43	wideand very few big box storeseasy access to Portland (no freeway driving)	Jun 12, 2012 1:14 PM
44	Speed.	Jun 12, 2012 1:07 PM
45	A living gatway into downtown and over to the east side. Needs to permit all forms of travel to those destinations.	Jun 12, 2012 1:06 PM

Q19 Re	sponses. What are your favorite things about the Barbur corridor?	
46	It links large neighborhoods in the SW Portland-Tigard area, if you make it a high density, mixed use corridoryou bring goods and services closer to the neighborhoods, reducing need for longer commutes	Jun 12, 2012 12:02 PM
47	Barbur has the largest concentration of retail establishments near my home. I purchase goods and services on Barbur nearly every day. Traffic usually moves well on Barbur. There are four traffic lanes and minimal stoplights.	Jun 11, 2012 6:43 AN
48	I love the canopy of trees that extends from SW Hamilton to SW Terwilliger.	Jun 10, 2012 9:25 PM
49	Quick to downtown. Shopping at Fred Meyers, and other local businesses and restaurants.	Jun 8, 2012 9:59 PM
50	Flattest way to get across SW hills.	Jun 8, 2012 10:00 AM
51	not much - too dangerous for cyclists, not appealing to stop and enjoy	Jun 7, 2012 8:54 PM
52	During most of the day it's easy to move up and down the corridor for groceries.	Jun 7, 2012 1:56 PM
53	Traffic moves quickly on Barbur most times. I like the fact that it is a fairly straight corridor.	Jun 6, 2012 8:02 PM
54	Proximity to downtown in terms of both distance and time (b/c traffic is usually not too bad)	Jun 6, 2012 6:17 PM
55	Proximity to Hillsdale, Multnomah Village, and I-5	Jun 6, 2012 3:57 PM
56	Vistas, cultural diversity (esp. restaurants and stores), a wide variety of goods and services. People can get many to all of their daily needs met by businesses on Barbur.	Jun 6, 2012 3:42 PM
57	Slower moving alternative to I-5. Mix of treed areas and mixed use. Some great views.	Jun 6, 2012 2:53 PM
58	It is a good route when the freeway is plugged.	Jun 2, 2012 11:36 PM
59	natural and all of the lovely trees	May 30, 2012 8:31 Pl
60	Variety of independent businesses	May 28, 2012 9:04 Pl
61	I can quickly get from point A to point B in my car. However, I HATE the fact that walking and biking are dangerous along Barbur. I like how nicely wooded some parts or Barbur are. I like the signaled pedestrian crossings, but we need more of them.	May 28, 2012 8:51 Al
62	Close to downtown!	May 26, 2012 7:12 Pl
63	The wooded area between Hamilton and Burlingame	May 23, 2012 7:33 Al
64	Relatively little traffic (compared to I5) and slower speeds. Lair Hill "Woods" corridor is a relief of hot summer days.	May 22, 2012 11:10 P
65	There isn't too much to like. But I do like the new Fred Meyer Burlingame redevelopment.	May 22, 2012 11:49 A

	sponses. What are your favorite things about the Barbur corridor?	
66	Easy on/off from sidestreets.	May 21, 2012 8:04 P
67	Allows me to get off of I-5, I use a number of businesses along Barbur.	May 21, 2012 11:29 A
68	The speed of connection to downtown. The beautiful landscape and peekaboo views of the mountains in "the woods" section. Great bus connectivity to downtown.	May 21, 2012 11:05 A
69	Grocery, Coffee, Consignment shops, Health Care	May 20, 2012 9:20 P
70	great potential for growth - close to downtown and OHSU. Also historical.	May 19, 2012 11:16 A
71	None, it's ugly, congested and noisy	May 18, 2012 7:48 P
72	Fast connection to downtown, Mt Hood views, Fred Meyers	May 18, 2012 5:22 P
73	Not much. Visually, it's hideous except for the woods section. It does provide a direct non-freeway route between downtown and SW city limit.	May 18, 2012 3:07 P
74	it is my regular commute route to downtown from Barbur World foods area by bus, car and bicycle.	May 18, 2012 2:54 P
75	the views	May 17, 2012 6:04 F
76	Direct path to downtown Portland small local clusters of businesses	May 17, 2012 8:41 A
77	That its a place to drive.	May 15, 2012 4:03 A
78	That auto traffic can actually move through here. The terrain and key road layout makes southwest difficult for traffic. This is the most important street link through southwest	May 14, 2012 11:15 /
79	It is what it is.	May 13, 2012 6:52 F
80	Carries traffic, keeping it out of my neighborhood. Gentle grade for bicycling. Grocery stores, gas stations	May 13, 2012 4:44 F
81	Green stretch just south of downtown	May 12, 2012 6:20 F
82	Good route to downtown, like that most of the business are small and local rather than the sprawling box stores off 99 in Tigard	May 11, 2012 2:20 F
83	The fact that planners have left it alone.	May 10, 2012 7:49 F
84	Alternative to I-5 jams	May 10, 2012 5:44 F
85	Sam Adams is a jerk.	May 10, 2012 3:04 F
86	Variety of low-rent businesses providing a wide range of products and services	May 10, 2012 10:50
87	Eclectic and numerous businesses. proximity to forest areas.	May 9, 2012 9:37 P
88	smooth flow of traffic; appropriate destinations	May 9, 2012 8:29 P

Unique character in different segments should be preserved. Ease of automobile travel to it and through it Bus transit Do not want a max line! The fact that it has been allowed to develop naturally these many the short travel time to destinations. the wide variety of streetscapes between the different sections of the short travel time to destinations.	May 9, 2012 4:12 PM Barbur. May 9, 2012 4:10 PM taurant, May 9, 2012 3:41 PM
91 Bus transit Do not want a max line! 92 The fact that it has been allowed to develop naturally these many 93 The short travel time to destinations.	May 9, 2012 4:31 PM years. May 9, 2012 4:28 PM May 9, 2012 4:12 PM Barbur. May 9, 2012 4:10 PM taurant, May 9, 2012 3:41 PM
The fact that it has been allowed to develop naturally these many to the short travel time to destinations.	May 9, 2012 4:28 PM May 9, 2012 4:12 PM Barbur. May 9, 2012 4:10 PM taurant, May 9, 2012 3:41 PM
93 The short travel time to destinations.	May 9, 2012 4:12 PM Barbur. May 9, 2012 4:10 PM taurant, May 9, 2012 3:41 PM
	Barbur. May 9, 2012 4:10 PM taurant, May 9, 2012 3:41 PM
94 the wide variety of streetscapes between the different sections of I	taurant, May 9, 2012 3:41 PM
Great relief valve for I-5. Excellent services, including grocery, residenting, automotive, education, motels and bus transit in the Capicorridor.	iioi- rigaru
96 Fred Meyer	May 9, 2012 3:20 PM
97 Easy access to business	May 9, 2012 3:10 PM
98 It's a usable transportation corridor with mostly retail and some res development	May 9, 2012 1:46 PM
My family has been in this area for over 50 years, and it still retains same feeling as it did when I was young and visited from out of too live in the area myself, it feels more like home than any other place.	wn. Now that I
100 Fast moving in a car. Limited stopping.	May 9, 2012 1:23 PM
101 It is a highway alternative to I-5 that offers places to stop and get a eat.	a quick bite to May 9, 2012 12:51 PM
102 An option to I-5	May 9, 2012 12:47 PM
Relief road for I-5. Relative ease getting to from Dowtown Portlan Current Tri-Met express bus service from the Barbur Transit Station	
104 Old interesting area	May 9, 2012 12:14 PM
105 proximity, accessibility	May 9, 2012 11:53 AM
106 It provides an alternate car route to the always jammed I-5.	May 9, 2012 11:47 AM
107 It's a nice alternative to I-5. Too much commercial development we just make it too congested.	ould probably May 9, 2012 11:38 AM
108 The variety of businesses. Barbor World Foods is a real asset for	the area. May 9, 2012 11:34 AM
109 Fairly easy to travel down	May 9, 2012 11:20 AM
by-pass to I5, trees coming out of downtown, spacing between tra-	ffic lights May 9, 2012 11:04 AM
Can traverse it. Off street parking at many establishments. Not loo Pearl. History of Barbur, the scale, the friendly businesses.	oking like the May 9, 2012 10:56 AM

Q19 Responses. What are your favorite things about the Barbur corridor?		
112	Not much. Its ugly and under-utilized	May 9, 2012 10:55 AM
113	It does not have a MAX. Do not build a MAX. Bus is much more efficient, economical, and generally better. No MAX!	May 9, 2012 10:34 AM
114	Good auto capacity.	May 9, 2012 10:16 AM
115	Convenient transit to downtown	May 9, 2012 9:59 AM
116	Efficient movement of people, goods.	May 8, 2012 11:49 PM
117	Easy to navigate and to access business.	May 8, 2012 8:10 PM

1	Less vehicle lanes, wider/more bike lanes, wider/more sidewalks.	Jun 14, 2012 10:50
2	types of resturants and sidewalks - walkability stinks, it is the most important thing you can do is to improve walking up and down Barbur and surrounding neighborhoods	Jun 14, 2012 9:37 F
3	more restuarants, better ped crossings	Jun 14, 2012 12:29
4	No Jake brakes allowed. No unmuffled brakes allowed. Enforce by disassembling violators muffler to prove in courts.	Jun 14, 2012 11:23
5	Better frequency for transit (10 minutes or less between vehicles). I would love to see Barbur become a premier route for bikes - this would probably mean some sort of special facility like a cycle track.	Jun 14, 2012 9:45 A
6	more cross walks or under/over passes so Peds don't run into traffic, in rain, wearing dark hoodies at night;) I know that won't stop them. more I-5 noise reduction Fix the Barbur/Capitol/I-5 corner~ which I know you are working on.	Jun 14, 2012 9:24 A
7	More sidewalks and bike paths. More trees! It needs to be more inviting for walkers and bikers.	Jun 14, 2012 9:15 A
8	More pedestrian friendly, light rail, more restaurants and retail shops.	Jun 14, 2012 7:31 A
9	More attractive mixed use development. Better access for pedestrians and bicyclists.	Jun 13, 2012 11:00
10	More places to walk to nearby, restaurants and easier to travel downtown or towards Tigard, don't want to walk right next to fast moving traffic.	Jun 13, 2012 8:29 F
11	Wider range of businesses. Some increased attention to adequate provision for bicyclists.	Jun 13, 2012 8:09 F
12	Lower the speed limit, automate the enforcement, make it safe for people and cyclist	Jun 13, 2012 7:08 F
13	More trees and sidewalks	Jun 13, 2012 7:04 F
14	Slower traffic speeds, safer and more frequent pedestrian crossings, continuous and appealing sidewalks, businesses with their doors at the sidewalk.	Jun 13, 2012 6:38 F
15	Max line from downtown to Sherwood. Reduced traffic speeds. Separated bike lanes. More pedestrian access. Denser development to encourage walking and mixed use neighborhoods.	Jun 13, 2012 6:03 F
16	More main street look with local businesses. Keep the "big box" stores out!	Jun 13, 2012 5:04 F
17	Less car intensive businesses	Jun 13, 2012 4:34 F
18	More continuous sidewalks; safer bike lanes; greater mix of businesses; increased residential options	Jun 13, 2012 3:38 F

)20 Res	sponses. What are the specific things you would like to see change (if any)?	
20	Fewer porn shops. Sidewalks and bike lanes.	Jun 13, 2012 2:45 PM
21	Better biking lanes between Safeway and Fred Meyer	Jun 13, 2012 1:16 PM
22	I'd like to have easy walkability and safe ways to cross the boulevard	Jun 13, 2012 11:36 Al
23	Additional local shops/restaurants set back from Barbur, sidewalks that properly lead to Terwilliger trails, reduction in the number of fast food chains and adult shops.	Jun 13, 2012 11:23 Al
24	Easier crossings for people walking and safer bike routes.	Jun 13, 2012 9:42 AM
25	#1: Much safer and more attractive facilities for bicyclists - consider trail or cycle track separated from motor traffic and usable for commuters and recreation, #2: Light Rail in corridor to Sherwood with safe amenities to access it, #3: More local street connections to reduce need for short local trips on Barbur and better linkages to surrounding neighborhoods #4: More decent and affordable housing	Jun 13, 2012 8:58 AN
26	Reduce the road width by adding on-street parking. Eliminate the parking lots in front of buildings. Make the side streets connecting to Barbur more walkable and pleasant.	Jun 13, 2012 8:56 Al
27	separating through traffic from local (such as the modified multi-way boulevard example, what you termed as the slip lane)	Jun 13, 2012 8:39 Al
28	Safer crosswalks and stop lights; make it safer to get back onto Barbur from business driveways, etc.	Jun 13, 2012 8:38 Al
29	Dangerous for pedestrians - this road desperately needs sidewalks.	Jun 12, 2012 10:23 P
30	I would like the "look" to changebe more appealing. Also, to change the strip club image that is currently associated with it. I would like it to be more biking/pedestrian friendly.	Jun 12, 2012 10:07 P
31	Much of the western/southern stretches of Barbur feel very sparce, light industrial, and not somewhere comfortable to stop.	Jun 12, 2012 8:09 Pl
32	I would like some of those older-time businesses honored and updated! The Crab Bowl, etc. Even the stripper joints are not the issue. It's something about the traffic and the appeal being sort of run down. Boom Boom Room is at least refreshing their paint. More than I can say for other businessesand I'm a family gal with kids just the way I see it.	Jun 12, 2012 7:10 Pl
33	More pedestrian friendly. Would love to see a train nearby.	Jun 12, 2012 6:40 Pl
34	More pedestrian/bicycle-friendly so it's walkable. Better selection of retail stores and restaurants nearby.	Jun 12, 2012 5:44 PI
35	New southbound access to I-5.	Jun 12, 2012 5:30 PI
36	Type of businesses and having more access to them, including pedestrian.	Jun 12, 2012 4:00 PI
37	More shopping, restaurant, and entertainment options. I want to stay in our	Jun 12, 2012 3:33 Pl

020 Pa	sponses. What are the specific things you would like to see change (if any)?	
Q20 Ne		
	walk everywhere along Barbur and not feel scared that I will get hit by a car going 40+ miles per hour - terrifying!	
38	I'd like to see you stop planning unneeded projects and use the money to fix/repave all the roads.	Jun 12, 2012 2:11 PM
39	safer ped crossing	Jun 12, 2012 2:07 PM
40	Wider sidewalks. Lots of green and rock gardens. Bike Lane and continued mass transit.	Jun 12, 2012 2:03 PM
41	Sidewalks in the areas where there are none and improved (safer) bike lanes, especially in the area between Swan Mart and A-Boy.	Jun 12, 2012 1:37 PM
42	I would like to see the sleazy businesses go away and more inviting family friendly businesses in their place. I would also like many more places we could access on foot restaurants (with outside seating), coffee shops, clothing stores, bakery, our credit union, gourmet grocery, flower shop, bookstore, art galleries, etc.	Jun 12, 2012 1:26 PM
43	Nice places to shop or eat. It would be fantastic to increase the walkability from South Burlingame neighborhood. At this point we are fairly reliant upon our car to take care of every day needs	Jun 12, 2012 1:16 PM
44	- Sidewalks along SW Barbur Safe bike lanes Removal of adult-type businesses.	Jun 12, 2012 1:15 PM
45	Lite rail or bus/car pool lane, wider safer bike path and sidewalks	Jun 12, 2012 1:14 PM
46	A further north entrance on to I-5 S (near 297). More shops, stores, condos. Light rail!	Jun 12, 2012 1:07 PM
47	more anad safer access from the neighborhoods and safer from and to freeway.	Jun 12, 2012 1:06 PM
48	more private and high density commerical development should be implemented first and foremost, let the corridor become a thriving COMMERCE corridor and then you will develop the tax base to finance high capacity transitin whatever means necessaryhigher bus frequency, bike lanes, etcNOT THE OTHER WAY AROUNDeffectively placing "the financial cart in front of the horse" scenario!	Jun 12, 2012 12:02 PM
49	When I use Barbur, I often walk. Barbur is a terrible street for pedestrians. The northern part has few sidewalks. On the part from Fred Meyer south, the sidewalks are right up against the traffic lanes. I would like to see some sort of buffer between the street and the sidewalk. Also trees, lots of trees. Ohter greenery, too.	Jun 11, 2012 6:43 AM
50	I would like to see pedestrian and bicycle amenities significantly improved and more barriers between autos, pedestrians, and bicyclists.	Jun 10, 2012 9:25 PM
51	Put MAX up Barbur. It needs an attractiveness factor that it presently does not have.	Jun 8, 2012 9:59 PM
52	Better bicycling and pedestrian facilities.	Jun 8, 2012 10:00 AM

000 5			
Q20 Re:	sponses. What are the specific things you would like to see change (if any)?		
53	safe bike lanes for cyclists and then i'll come!	Jun 7, 2012 8:54 PM	
54	I don't like the bike lane, especially now that there are more bike commuters. They have, by asserting their place amongst high-speed traffic, made the passage feel unpredictable. It's too fast (>35mph) for that many bikes to be out there.	Jun 7, 2012 1:56 PM	
55	Reduce sex shops. Beautify the corridor.	Jun 6, 2012 8:02 PM	
56	There is absolutely no "hipness" to the area. No good restaurants. No mixed use. That should change. Also, all the buildings are short. Taller buildings is more efficient.	Jun 6, 2012 6:17 PM	
57	Pedestrian safety and walkway improvements (crossings, signals, sidewalks)	Jun 6, 2012 3:57 PM	
58	Recruit new businesses to replace adult stores. Also, right now, it's so open, you hear a lot of noise from the freeway. It would be preferable to have more buildings and local activity to interrupt freeway noise. In areas with this degree of impervious surface, we need to maximize our use (in order to protect areas with less existing impervious surface).	Jun 6, 2012 3:42 PM	
59	Buildings in bad repair corrected or replaced. Safer for bike traffic.	Jun 6, 2012 2:53 PM	
60	Barbur needs more development towards urban. Barbur has too many topless establishments.	Jun 2, 2012 11:36 PM	
61	no light rail!!!!! more walking opportunities	May 30, 2012 8:31 PM	
62	Crosswalks, sidewalks, overall better transportation considerations for pedestrian and bike traffic	May 28, 2012 9:04 PM	
63	I would like to be able to safely walk and ride my bike along Barbur. I would like to see high-density housing so that the Urban Growth Boundary does NOT need to be expanded. I would very much like to see streets connected in the area. We have been chopped up by freeways and high-speed roads. We need to be reunited as a neighborhood. I would like to see the South Portland Circulation Study implemented.	May 28, 2012 8:51 AM	
64	More bike and pedestrian friendly!	May 26, 2012 7:12 PM	
65	With the south water acting as an extension of downtown there is good resin to put heavy investment into the lair hill and Hamilton sections.	May 26, 2012 4:52 PM	
66	Much better pedestrian and bike access	May 23, 2012 7:33 AM	
67	Continuous sidewalks and many more signalized cross walks. Most of all, a light rail line.	May 22, 2012 11:10 PM	
68	Narrower road, better pedestrian amenities, more mixed use and less office parks.	May 22, 2012 11:49 AM	
69	Less traffic lights.	May 21, 2012 8:04 PM	
70	Safer bike/ped routes, more residential friendly businesses (restaurants, smaller	May 21, 2012 11:29 AM	

Q20 Re	sponses. What are the specific things you would like to see change (if any)?	
	high end grocery)	
71	Better bikeways that aren't terrifying. Need bike connections over bridges in Woods section so you don't have to merge into the driving lane. More/more interesting dining options during the day.	May 21, 2012 11:05 AM
72	Addition of LRT with higher density mixed use development clustered around stations.	May 21, 2012 8:29 AM
73	Get rid of the sex shops (LuRe, G spot, Pussycats, etc)	May 20, 2012 9:20 PM
74	continuous sidewalks, especially between downtown and Lair Hill (near Heritage Tree park) more crosswalks (especially between Homstead and Lair Hill, and Lair Hill north of Naito and south of Naito), and more food shopping within walking distance from lair hill.	May 19, 2012 11:16 AM
75	Noise. I am very concerned that you will put tall buildings on the east side of Barbur that will in turn send all of the I5 noise in a "wind tunnel" like effect, into my neighborhood, where the noise from the freeway is already unbearable.	May 18, 2012 7:48 PM
76	Improved bike and pedestrian access, less eye sores/more unifrom look, more stores and restaurants	May 18, 2012 5:22 PM
77	Sidewalks, landscaping. Stricter rules on signage, building and parking lot design. Bury utility lines. Cut visual clutter. More attention to pedestrian and bike safety.	May 18, 2012 3:07 PM
78	Continuous shoulder for safe cycling. Safety improvements for bicycles at Beaverton/Hillsdale Hwy offramp and Naito/4th Ave. split.	May 18, 2012 2:54 PM
79	more pedestrian, mass transit, dining and higher density residential	May 17, 2012 6:04 PM
80	More walking friendly environment sidewalks, a few more crosswalks across Barbur, but not so much as to impede car traffic too much. Extend the MAX or street car line	May 17, 2012 8:41 AM
81	Nothing. Leave it as it is.	May 15, 2012 4:03 AM
82	A connectivity of SAFE and lighted sidewalks from Barbur to Multnomah Village.	May 14, 2012 11:15 AM
83	keep your hands off it.	May 13, 2012 6:52 PM
84	New bike Ped bridges, safe place for prds and bicyclists. Sidewalks Get cars onto freeway at Pancake House making the rest of Barbur more livable, ODOT remove the ivy & other invasives from capitol hwy north. Complete Red Electric Trail. Connect Red Electric to Barbur just south of 4900 sw Barbur bus stop. Improve Ped access to OHSU FROM Barbur at Whitaker	May 13, 2012 4:44 PM
85	Less travel lanes and asphalt	May 12, 2012 6:20 PM
86	Sidewalks, sidewalks, sidewalks. Better bike lanes and more crosswalks. And more of a reason to walk on Barbur, cafes, restaurants more reail businesses. Needs a little TLC and beautification. Right now it's sort of seedy (specifically talking about stretch between Tewilliger and Tigard)	May 11, 2012 2:20 PM

Put light rail in the I-5 corridor but not on Barbur itself May 10, 2012 5:44 P "Urban Renewal" is a hoax. May 10, 2012 3:04 P Better traffic signal coordination May 10, 2012 10:50 A May 9, 2012 10:50 A May 9, 2012 9:37 PI Add to sidewalks, bike lanes, more frequent safe crossings, more median islands, improved access management. May 9, 2012 4:47 PI Sidewalk improved May 9, 2012 4:43 PI None May 9, 2012 4:48 PI We need more pedestrian infrastructure, desperately. Much of the "strip mall" commercial would be more pedestrian and bike friendly; if redeveloped along Main Street concepts. This would also mean more continuous sidewalks in those areas. Lose the trashy motels, strip clubs, 'adult" shops, etc. in the segment between Multhomah Blvd. and Capitol Hwy. Better interchanges with I-5 and I-405, more pedestrian crossings and basic sidewalk infrastructure. Improved traffic flow, Improved road surface May 9, 2012 3:40 PI Improved traffic flow, Improved road surface May 9, 2012 3:40 PI Improved traffic flow, Improved road surface May 9, 2012 3:40 PI Improved traffic flow, Improved road surface May 9, 2012 3:40 PI Improved traffic flow, Improved road surface May 9, 2012 3:40 PI Improved traffic flow, Improved road surface May 9, 2012 3:40 PI Improved traffic flow, Improved road surface May 9, 2012 3:40 PI May 9, 2012 3:40 PI May 9, 2012 3:40 PI May 9, 2012 3:41 PI May 9, 2012 3:41 PI May 9, 2012 3:42 PI May 9, 2012 3:45 PI May 9, 2012 3:45 PI May 9, 2012 3:45 PI May 9, 2012 1:44 PI May 9, 2012 1:47 PI May 9, 2012 1:23 PI May 9, 2012 1:24 PI May 9, 2012 1:23 PI	Q20 Re	esponses. What are the specific things you would like to see change (if any)?	
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107 Pedestrian improvements. NO LIGHT RAIL! May 9, 2012 12:38 P	105	NONE	May 9, 2012 12:51 PM
	106	Government involvement	May 9, 2012 12:47 PM
108 Nothing really May 9, 2012 12:14 P	107	Pedestrian improvements. NO LIGHT RAIL!	May 9, 2012 12:38 PM
	108	Nothing really	May 9, 2012 12:14 PM

Q20 Res	sponses. What are the specific things you would like to see change (if any)?	
109	Fix the pavement	May 9, 2012 11:59 AM
110	add light rail with access from Barbur and Beaverton-Hillsdale Hwy (or, better yet, from Hillsdale itself, taking rail along short stretch of Hwy 10 from Barbur to Bertha, then along Bertha to Barbur)	May 9, 2012 11:53 AM
111	Better ped crossings woth demand pushbuttons for walk signals to cross Barbur	May 9, 2012 11:47 AM
112	Seems to be fine the way it is.	May 9, 2012 11:38 AM
113	More access management. Too many individual buisness entrancestraffic really slows down with all the vehicles making turns. Walking along Barbur is also a problem for this reason. Perhaps the creation of	May 9, 2012 11:34 AM
114	Less lights and more thruway	May 9, 2012 11:20 AM
115	better ways for walkers and bikers; mixed use development.	May 9, 2012 11:04 AM
116	Not much. Bus turnouts to have less traffic impediment. Keep zoning as is, with no or little FAR or height increases. No mass transit except for better bus service.	May 9, 2012 10:56 AM
117	Improved transit, more trees, businesses and housing	May 9, 2012 10:55 AM
118	I'd like to see us spend less money on planning, and more money on basic road maintenance and street improvements. Yes, please improve the sidewalks. But don't hand over any urban renewal money to developers it takes away from other services, and is not a good use of taxpayer dollars. Focus on the basics. Lets have a good road, with good sidewalks, and avoid the high costs of "public-private" investment.	May 9, 2012 10:34 AM
119	I would like to see the end of the Portland Development Commission and just like in California, the end of Urban Renewal. Urban Renewal was, and still is, legally required to be used for blighted areas. Urban Renewal is being misused by the City and PDC in ways that are negatively impacting our schools, roads, safety and quality of life. It needs to stop now.	May 9, 2012 10:17 AM
120	Add Max	May 9, 2012 9:59 AM
121	More buses, less talk of mindless trains and condos.	May 8, 2012 11:49 PM
122	Need major pedestrian improvements like sidewalks and crosswalks. Also need to improvements for bikes.	May 8, 2012 8:10 PM

Q21 Re	sponses. Are there new land uses you would like to see, or existing uses that you	would like to see more of?
1	Higher density and less auto pass-through. We've got the freeway for pass-through.	Jun 14, 2012 10:50 PM
2	sidewalks, trees	Jun 14, 2012 9:37 PM
3	more moderate apt. construction similar to across street on 30th from fire hall	Jun 14, 2012 12:29 PM
4	More commercial along Barbur.	Jun 14, 2012 11:23 AM
5	More restaurants, and some specialty higher end shopping like a fly fishing shop or bike shop.	Jun 14, 2012 9:45 AM
6	I like the slip road for businesses near Capitol. Please fix Capitol Hwy between Barbur & the Village over pass. Make Capitol more walkable and make Barbur a destination to walk to.	Jun 14, 2012 9:24 AM
7	mixed commercial/residential	Jun 14, 2012 9:15 AM
8	Community gardens would be wonderful. Small live music venues always make me happy.	Jun 13, 2012 8:29 PM
9	Places to stop, sit, between businesses. Small green spaces?	Jun 13, 2012 8:09 PM
10	Parks, parks, parksget us outside!	Jun 13, 2012 7:08 PM
11	No	Jun 13, 2012 7:04 PM
12	Less parking, narrower roadway, slower vehicle speeds. Big box might be nice, if there's room, or more parks.	Jun 13, 2012 6:38 PM
13	Once again, encourage local business. Most of my friends and neighbors are choosing to support the locally owned businesses over the big corporate stores.	Jun 13, 2012 5:04 PM
14	More Multifamily mixed use projects	Jun 13, 2012 4:34 PM
15	Residential; gateway feature(s) and/or artistic boulevard lighting; light rail or other fixed transit option.	Jun 13, 2012 3:38 PM
16	Would love to see more trees and vegetation.	Jun 13, 2012 3:33 PM
17	More sidewalks, bike lanes, rapid transit.	Jun 13, 2012 2:45 PM
18	I like the idea of attractive housing above businesses, perhaps even some open space near a cafe so folks can mingle	Jun 13, 2012 11:36 AM
19	I liked the image of the new structures set back off the main Barbur corridor. Barbur can get pretty busy, and this would help keep the 'main street' feel.	Jun 13, 2012 11:23 AM
20	I like the mixed use options with more housing as long as the housing is high quality and quiet for the residents to make living pleasant.	Jun 13, 2012 9:42 AM
21	New land uses: Community attractions/nodes vs. junky strip development that dominates landscape - perhaps associated with new mixed use developments	Jun 13, 2012 8:58 AM

Q21 Re	esponses. Are there new land uses you would like to see, or existing uses that you	would like to see more of?
22	Require buildings up to the sidewalks with parking behind. Use those perpendicular local streets as new main streets with shops and housing above.	Jun 13, 2012 8:56 AM
23	More mixed use, particularly at the north end would be appropriate.	Jun 13, 2012 8:39 AM
24	nice to have more walkable strips on Barbur, beautify the streetscape to make it more appealing	Jun 13, 2012 8:38 AM
25	More greenery to prevent the road from generally feeling polluted. Trees can also be a noise and atmosphere buffer between road and peds as we walk lots, too. Even some nice posts with a half dozen hanging flowers might tempt people to cross the Terwilliger bridge on foot more. Might get picked up for care by Burlingame Neighborhood Assoc. Just an idea.	Jun 12, 2012 7:10 PM
26	More like Barbur Shops.	Jun 12, 2012 5:30 PM
27	Retail complex at Barbur and Terwilliger (with restaurants and small services)	Jun 12, 2012 4:00 PM
28	I would like to see MANY more trees, plants, greenery. I would love for Barbur to be a destination that is exciting and interesting and safe. Not the desolate, frightening, and oftentimes seed place it is now.	Jun 12, 2012 3:33 PM
29	needs plantings	Jun 12, 2012 2:07 PM
30	Community parks integrated into high density housing and business clusters.	Jun 12, 2012 2:03 PM
31	I would like to see a dedicated bike/pedestrian trail running parallel to Barbur in the area without homes/businesses between the A-Boy area and the Swan Mart area.	Jun 12, 2012 1:37 PM
32	see #20. I would like the land to be used for places we want to visit instead of just a thoroughfare sprinkled with porn shops and sleazy motels.	Jun 12, 2012 1:26 PM
33	more restaurants, small local business, park area,	Jun 12, 2012 1:14 PM
34	More pedestrian, bike-friendly developments.	Jun 12, 2012 1:07 PM
35	More of it all to enhance use no loss of current businesses in some form.	Jun 12, 2012 1:06 PM
36	more high density commercial and residential development!	Jun 12, 2012 12:02 PM
37	I would like to see more mixed use. Shops and restaurants on the first floor, apartments on the second and third floors. Nothing too tall like the South Waterfront. That area is an urban disaster area, utterly unpleasant for the pedestrian.	Jun 11, 2012 6:43 AM
38	I'd like to see a focus on street level, pedestrian friendly development.	Jun 10, 2012 9:25 PM
39	Theater would be nice.	Jun 8, 2012 9:59 PM
40	Any land uses that remove parking lots from the street front.	Jun 8, 2012 10:00 AM
41	see above	Jun 7, 2012 8:54 PM

Q21 Res	sponses. Are there new land uses you would like to see, or existing uses that you	would like to see more of?
42	More professional employment!! More retail employment!! More restaurants that do not serve FAST FOOD.	Jun 7, 2012 1:56 PM
43	More safe cross walks. It is unsafe to walk on the south side of Barbur in many areas.	Jun 6, 2012 8:02 PM
44	Neighborhood-scale retail (5K sf or less size, ideally much less to allow small-scale businesses to have a place alongside big box/corporate offerings)	Jun 6, 2012 3:57 PM
45	Find one or more opportunities to daylight Stephens Creek to help people understand that they are in a watershed, even if it's largely buried below buildings and pavement.	Jun 6, 2012 3:42 PM
46	More sidewalks that look like you could use them without walking next to speeding traffic.	Jun 6, 2012 2:53 PM
47	Bike and pedestrian lanes.	Jun 2, 2012 11:36 PM
48	more trees	May 30, 2012 8:31 PM
49	I'd like to see more mixed use properties like commercial storefront with condos/apartments above. An integration of community gardens and green spaces is also desirable.	May 28, 2012 9:04 PM
50	I would like to see high-density housing so that the Urban Growth Boundary does NOT need to be expanded. I would very much like to see streets connected in the area. We have been chopped up by freeways and high-speed roads. We need to be reunited as a neighborhood. I would like to see the South Portland Circulation Study implemented.	May 28, 2012 8:51 AM
51	More sidewalks, small park areas, areas that encourage community. Outdoor sitting. Max going from downtown to Tigard, through Barbur.	May 26, 2012 7:12 PM
52	I would like to see more restaurants, shops etc	May 23, 2012 7:33 AM
53	More housing, more restaurants, more entertainment venues, including cinemas.	May 22, 2012 11:10 PM
54	More neighborhood serving commercial, not just Fred Meyer, fast food and adult businesses.	May 22, 2012 11:49 AM
55	Seem ideal for multifamily residences, easy access to bus routes, bike routes.	May 21, 2012 11:29 AM
56	Light rail/street car to Tigard or beyond in this general corridor	May 20, 2012 9:20 PM
57	Food shopping, restaurants, and cafes. Overpasses rather than underpasses.	May 19, 2012 11:16 AM
58	Small businesses, eateries, trees	May 18, 2012 7:48 PM
59	More housing, new parks or access to green spaces via trails.	May 18, 2012 5:22 PM
60	The monotony of strip-mall type stores and low-rise office buildings should be broken up with areas of higher density offices and housing.	May 18, 2012 3:07 PM
61	New development would benefit from having a common secondary road to serve	May 18, 2012 2:54 PM

Q21 Resp	oonses. Are there new land uses you would like to see, or existing uses that you	would like to see more of?
	multiple businesses while having limited entry/exit opportunities to Barbur.	
62	more mixed use buildings	May 17, 2012 6:04 PM
63	Would like to see more clusters of mixed use- neighborhood development. Leave the forested area as is.	May 17, 2012 8:41 AM
	Workforce housing! More of it! Southwest Portland needs these amenities to strengthen existing neighborhoods and welcome new residents of all means.	May 15, 2012 10:33 AM
65	A higher density could be achieved on Barbur - but parking has to be factored in - transit conectivitydoesnt work the same here as the grid areas in nw, north and se.	May 14, 2012 11:15 AM
66	no	May 13, 2012 6:52 PM
67	BMX bicycle facility between Barbur & I5 north of Capitol Hwy, adjacent to Red Electric. Increased density along Barbur, especially in the West Portland Town Center. Ethier increase density of zoning or cease calling it a town center.	May 13, 2012 4:44 PM
68	Office uses.	May 12, 2012 6:20 PM
69	Parks would be nice, inviting green space.	May 11, 2012 2:20 PM
70	No.	May 10, 2012 7:49 PM
71	Humanity is doomed.	May 10, 2012 3:04 PM
72	No	May 10, 2012 10:50 AM
73	no	May 9, 2012 8:29 PM
74	More cafes and restaurants (not more fast food joints and strip clubs).	May 9, 2012 4:47 PM
75	No	May 9, 2012 4:43 PM
76	Less concrete more parks Fix up woods park	May 9, 2012 4:31 PM
77	No. Rather than forced planning, I'd like things to remain as they are.	May 9, 2012 4:28 PM
78	No.	May 9, 2012 4:12 PM
79	In order to not be so auto oriented, Barbur needs more housing, probably not feasible unless part of mixed use development, so this should be encouraged.	May 9, 2012 4:10 PM
80	Increased bus service, and replacement of the 25-year-old buses currently in use with modern units. There should be an expansion or satellite transit center component that would allow Tri-Met to service/maintain buses.	May 9, 2012 3:41 PM
81	Leave Barbur Blvd alone	May 9, 2012 3:10 PM
82	More small retail with parking	May 9, 2012 1:46 PM
83	Room for mixed use residential.	May 9, 2012 1:23 PM

Q21 Re	sponses. Are there new land uses you would like to see, or existing uses that you	would like to see more of?
84	Let the marketplace decide with NO MORE TAXPAYER SUBSIDIES.	May 9, 2012 12:51 PM
85	More roadways to avoid gridlock	May 9, 2012 12:47 PM
86	No.	May 9, 2012 12:38 PM
87	No	May 9, 2012 12:14 PM
88	More traffic lanes	May 9, 2012 12:06 PM
89	More high quality town home/row house development in centralized cores, less asphalt desert	May 9, 2012 11:53 AM
90	No.	May 9, 2012 11:47 AM
91	Not particularly.	May 9, 2012 11:38 AM
92	Perhaps something that would make the streetscape more pedestrian friendly, i.e. more vegetation or a plaza.	May 9, 2012 11:34 AM
93	For the stretch you're looking at the only greenspace is at Fulton Park. I'd like the mixed space development to include greenspace.	May 9, 2012 11:04 AM
94	Present zoning allows for most of uses that should occur along Barbur. If housing wants to go right along Barbur, let owners/developers develop it without NO pubic funds or tax incentives or other benefits. Let market determine it.	May 9, 2012 10:56 AM
95	I would like to avoid seeing any use of light rail. Stick to buses!	May 9, 2012 10:34 AM
96	More retail. No new housing.	May 8, 2012 11:49 PM

Q22 Res	sponses. Share any other ideas, comments, or suggestions	
1	Many of your higher density images included and made very prominent a 1980's style glass building found in sprawling suburban business parks in the Midwest. Needless to say, this is a really unattractive building type and not what people want to see built when they talk about higher density. This is why I check-marked that I did not like any of the images on one of the survey pages. I thought that building type was inappropriate on Barbur. I also wanted to see a more developed/sophisticated streetscape e.g. more sidewalks/bike paths and less street. I would be grateful if you focused more attention on this for your project. Thank you very much for doing this. I thought this was a great survey and the use of images in general (minus that one building) were great.	Jun 14, 2012 10:50 PM
2	please increase safe pedestrian walkways and safer bike lanes. so this before any density building goes on.	Jun 14, 2012 9:37 PM
3	More roadside trees	Jun 14, 2012 12:29 PM
4	No container traffic allowed on Barbur.	Jun 14, 2012 11:23 AM
5	In your graphics I'm not sure how much of "Moderate Mixed Use" is apartments and offices and store fronts. This info influences my thoughts due to density living. If you had a tag that said blue building is office, tan set back is apartment, one story is store front. I live near Barbur Capitol Hwy, I like the Lake Oswego Main Street look for where I live. It goes with Mult Village look. Belmont look would be OK if we must have more dense living. But I think more dense living is nearer to downtown: eg Laird. I think (not sure) Barbur has more traffic potential, than Belmont, because Barbur goes 'out of town', so for me it's IFFY as to living on such a busy road is a good idea. I'd like this area to be more walkable, but also a REASON to walk some where. I'd like to see other kinds of (and therefore some more) night life in the greater Multnomah Village area. There is some in the Village, but mostly it's nasty bars w nasty food and then 'roll up the sidewalks' kind of place. If there was more action (of the kind I like;)) on Barbur I think it could add to the livability of the area. But will the new Barbur be too expensive for a hip (not hipster, not hippy) coffee shop (like the Press Club pressclubpdx.com) open til 11pm? Probably. Also the Village just got a new ZoomCare, much better suited for a Barbur store font. Not in the Village where parking is a real problem.	Jun 14, 2012 9:24 AM
6	Very exciting to see this in the works. Thank you!	Jun 14, 2012 9:15 AM
7	Light rail would really help move things along the corridor and connect into the rest of the city. More connections into PCC would help enormously.	Jun 13, 2012 8:29 PM
8	It is unpleasant to walk to Fred Meyer along Barbur. The plan offering slight removal of sidewalks from RIGHT BESIDE the highway traffic looked good to me.	Jun 13, 2012 8:09 PM
9	Barber is incredible ugly and dangerous. Glad to see you might do something about it. Can we get more speed enforcement now?	Jun 13, 2012 7:08 PM
10	I live about two blocks from Barbur (near Capitol Hill Elementary school) and have heard that our neighborhood would be rezoned to commercial, high density. I'm very concerned about that. In the last 10 years we have already had our neighborhood impacted by developers coming in and tearing down smaller,	Jun 13, 2012 5:04 PM

Q22 Res	sponses. Share any other ideas, comments, or suggestions	
	older homes and then building these big box homes that dwarf the other houses, look hideous, and change the feel of the neighborhood. I'm also concerned about the increase in crime if MAX runs down Barbur.	
11	Recognize the historic character of some of the current uses (e.g., highway motels, signage). Make this a vibrant area but try to minimize congestion even while increasing the usage density.	Jun 13, 2012 3:38 PM
12	I-5 noise barriers, so nearby residential areas don't constantly hear the roar of the highway.	Jun 13, 2012 2:45 PM
13	I'd like to see Barbur be bike-friendly because if it's more developed it also might have higher emissions from extra cars, plus the extra noise.	Jun 13, 2012 11:36 AM
14	The driver speeding can be dangerous on Barbur plus the many driveways make it difficult for cyclists.	Jun 13, 2012 9:42 AM
15	Engage change agents from private sector, including local business leaders and progressive developers	Jun 13, 2012 8:58 AM
16	Get a new southbound I-5 on-ramp to reduce highway cut-through traffic.	Jun 13, 2012 8:56 AM
17	The LTD buses need pullouts or stations, bicycles need separation from high speed traffic and pedestrians need wider sidewalks.	Jun 13, 2012 8:39 AM
18	Sounds like every part of the city is being considered for light rail, except for the southwest. Most of us living in southwest almost never use the existing light rail. We'd have to drive or bus to the nearest rail line, so what's the point. How about some light rail investment out here? We are part of the MAX area too!	Jun 12, 2012 10:23 PM
19	sidewalks for busier foot traffic sections, bike lanes, make is feel appealing and cohesive, attract local businesses/restaurants/coffee shops/storesmore of a place to hang out.	Jun 12, 2012 10:07 PM
20	Love that the forces that be are heading in the direction of Barbur vision. I think it's an uptapped area and deserves some planning and preservation of history. I like the mainstreet pics, but with some original flare and not just new devlooking. The mix of old and new is what makes Portland a creative yet grounded place. Great job, Guys!	Jun 12, 2012 7:10 PM
21	I'd love a Trader Joe's!	Jun 12, 2012 5:44 PM
22	Extend Bertha Blvd. behind Barbur Shops into a redeveloped US Bank and A-Boy site.	Jun 12, 2012 5:30 PM
23	Don't want light rail - would take away from making it feel like a neighborhood and more of a transit corridor.	Jun 12, 2012 4:00 PM
24	Please make Barbur something alive and exciting. It will help all of our property values, and make our community more livable.	Jun 12, 2012 3:33 PM
25	I'd like to see you stop planning unneeded projects and use the money to fix/repave all the roads not someones pet project.	Jun 12, 2012 2:11 PM

	sponses. Share any other ideas, comments, or suggestions	
26	South Burlingame is such a terrific livable neighborhood but Barbur is not a pleasant place for walking, biking, running, skipping and the neighborhood vibe with interesting eating, drinking and entertainment options within walking distance would be a big improvement.	Jun 12, 2012 2:03 Př
27	I'd like to see an I-5 South on-ramp close to the intersection of Barbur and Terwilliger.	Jun 12, 2012 1:37 Pf
28	Please no big box stores, include tress and plantings, if added residences ensure adequate parking in their structures or increase bus and lite rail service.	Jun 12, 2012 1:14 Pl
29	Light rail, light rail!	Jun 12, 2012 1:07 Pi
30	remember realistic infrastrcuture costs and planning.	Jun 12, 2012 1:06 PI
31	Please design with a vision for the future and for livability. Do not cut corners. I would rather you do less than do more on the cheap. Also, I hope you do not mess up Fulton Park and its community gardens. These gardens are a Portland treasure.	Jun 11, 2012 6:43 Af
32	Please be sure to be considering the impact on the commuters of all of these changes.	Jun 10, 2012 9:25 Pl
33	Please do not turn it into a bigger traffic mess with more lights, etc.	Jun 8, 2012 9:59 PN
34	see above	Jun 7, 2012 8:54 PM
35	Maybe we need to lower the speed limit along the historic highway to get to the place we want to go.	Jun 7, 2012 1:56 PN
36	It would be nice to have a buffer between walkers and the road. Walking and waiting for the bus is very noisy and traffic moves fast.	Jun 6, 2012 8:02 PN
37	Thanks for letting me provide input	Jun 6, 2012 6:17 PM
38	There is a very thin layer of redevelopment areas along Barbur, without getting into established midcentury residential areas (political danger!). Leverage the significant public investment by setting aggressive development goals.	Jun 6, 2012 3:57 PN
39	I'm sure we're paying these consultants a fortune, but their renderings are really, really terrible. The perspective are all catty-wampus and skew the very issues (scale, size, etc.) we're wrestling with. I am particularly offended at how they photoshop in buildings and just copy and past the upper floors. The one with the Sellwood Library in it is TERRIBLE and defeats the entire way and reason that actual building was put together. These guys may be great modelers, but couldn't we have hired a real architect or urban designer to help us visualize the future of this important corridor?	Jun 6, 2012 3:30 PN
40	Keep the trees, build up higher density in currently developed lots. Good site for better quality rental housing.	Jun 6, 2012 2:53 PN
41	No light rail! No MAX! Since I am physically unable to bike, I would love to see more opportunites for safe walking in all areas of Portland.	May 30, 2012 8:31 P

Q22	Responses. Share any other ideas, comments, or suggestions	
42	Keep up the good work and bring on the progress!	May 28, 2012 9:04 PM
43	Stop listening to the South Portland Neighborhood Association they do NOT speak for the neighborhood and do not have our best interests in mind. They are out to protect their private property and don't care about the future of our neighborhood. The area around SW Gibbs and Barbur needs to be developed as a transportation center light rail stop, connected streets, good pedestrian and bike access.	May 28, 2012 8:51 AM
44	I think the most important thing to improve Barbur is to make it more walkable. I think that would make Barbur much more attractive for people to live near.	May 23, 2012 7:33 AM
45	Right now it seems like a suburban highway far away from any urban center, kind of like the TV Highway in Aloha. Given its close in location, it should be developed to a more intense urban scale. I think the easy access and proximity to downtown makes Barbur a great candidate for mixed use commercial and retail development, with better transit, at least as far as Capitol Hwy.	May 22, 2012 11:49 AM
46	Improved access for pedestrians from expanded commercial development on Barbur to surrounding neighborhoods.	May 21, 2012 8:29 AM
47	Barbur is not the place for high rise office buildings. This street is surrounded by residential neighborhood and should be designed with that in mind.	May 18, 2012 7:48 PM
48	Reduce speed limit!	May 18, 2012 5:22 PM
49	Barbur Blvd. appears to have been designed 40+ years ago during a time with significantly less traffic densith and slower speeds. It is now dangerous with many driveways, narrow bridges, limited sight distance sections, and very high traffic volumes. Barbur is the relief road for I-5 travelers during the morning and evening clogs to quick freeway travel. These former freeway travelers are just passing through and want to do it quickly.	May 18, 2012 2:54 PM
50	We FIRMLY OPPOSE light rail down the center of Barbur near SW Hamilton. We support a light rail tunnel under OHSU, which is much more efficient, since OHSU is Portland's largest employer and one of the primary transit destinations.	May 18, 2012 2:29 PM
51	Density is great!	May 15, 2012 10:33 AM
52	Stop. Just stop. We don't want to be "the new pearl". We don't want bicyclists, and pedestrians. We don't want more traffic signals slowing things down. We don't want mass transit and the crime that follows. Ideally, we'd like to seceed from Portland and build a 50 foot wall between us and Portland to keep the stupid out of south west.	May 15, 2012 4:03 AM
53	I dont want to see a reduction in auto use of Barbur by loss of lanes for mass transit such as what happened on north Interstate. We need an onramp to southbound I-5 somewhere between Terwilliger and Capitol Hill Road Currently little to no north/south connectivity via trimet.	May 14, 2012 11:15 AM
54	Quit wasting money planning stupid new projects and fix what we already have.	May 13, 2012 6:52 PM
55	New i5 on ramp at prox 26 th to take traffic off Barbur and make it more livable.	May 13, 2012 4:44 PM

Q22 Res	sponses. Share any other ideas, comments, or suggestions	
56	This is not specifically Barbur but reroute the I-5 North Taylors Ferry exit so it comes out at Barbur instead of Taylors Ferry. We live on Taylors Ferry near 26th ave and we have 3 problems that occur because of the Taylors Ferry exit: 1. When traffic is bad on the 5, commuters exit Taylors Ferry and use our street as an alternate route which causes traffic backups in our neighborhood 2. When traffic is not backed up on the 5 motorists use the Taylors Ferry Exit and speed down the street as if they're still on the freeway 3. Lost motorists often exit on Taylors Ferry and are completely confused when they realize they're on a neighborhood street with no way to get back on the freeway. We have helped countless lost drivers over the years who stop at our house for directions.	May 11, 2012 2:20 PM
57	I like turtles.	May 10, 2012 3:04 PM
58	Barbur should have a consistent vehicle speed limit, ie 35 mph, through it's entire length. Multnomah Blvd should be reduced to 35 mph as well.	May 9, 2012 4:47 PM
59	DO NOT screw this arterial up by cramming light rail down it.	May 9, 2012 4:43 PM
60	I have lived near Barbur on and off for 40 years. It's too wide and busy to be a real neighborhood main street. I think streets like NW 23rd and SE Belmont work; I don't think this would. Thanks.	May 9, 2012 4:28 PM
61	Our neighborhood roads have no sidewalks, many also have no walkable shoulder. Additionally, many of our streets are either completely unimproved or filled with potholes. Before spending billions of dollars on light rail PLEASE repair our streets.	May 9, 2012 4:12 PM
62	The section referred to as Lair Hill is largely residential, in fact mostly single-family, and should not have zoning or other changes that would change that neighborhod character.	May 9, 2012 4:10 PM
63	Don't feed developers with our tax dollars. Pave the roads. Install bike lanes and possibly even sidewalks on Taylors Ferry Road.	May 9, 2012 3:41 PM
64	The cost of many of these "ideas" will be enormous, especially if adding light rail to the mix. I am not convinced that that this type of spending should be the highest priority or best use of limited fund for a city with many other significant problems.	May 9, 2012 3:20 PM
65	We don't need light rail down Barbur blvd.	May 9, 2012 2:14 PM
66	Your scenarios are ludicrous. They all lack ideas of how people want to live and you just push that failed PSU mantra of build light rail and development will follow (provided tax dollars pay for it). Rockwood, E Portland beaverton - show me where light rail has created the neighborhoods. If developers want to put up apartments on Barbur, let them finance it. Why don't you show actual pictures of Barbur in your scenarios? How much private land are you going to grab on behalf of developers who have produced multiple failures in the past? Will this force Fred Meyers out? Where will neighbor people go to shop?	May 9, 2012 1:46 PM
67	Keep lightrail out of the Barbur Corridor! Provide the basic services that tax payers have been paying for and not receiving. That's the government's job, please do it.	May 9, 2012 1:44 PM

22 Re	sponses. Share any other ideas, comments, or suggestions	
68	Careful about jamming it with traffic. Inevitably, as I-5 capacity gets completely use up, there will be spillage on to Barbur. Messy. Also, more density creates a concern about air quality. I live in the neighborhood above Fred Meyer, and I would have concern about increasing traffic in those streets, along with degradation of safety and environmental quality. If that's a contradiction to my expressed preference for higher density, than it takes precedence.	May 9, 2012 1:23 PN
69	Make motor vehicle improvements. Any alternative mode improvements such as transit and bike need to be paid for by the users of those modes, not the taxpayers in general and not by motorists.	May 9, 2012 12:51 Pl
70	Spend tax money in areas what would give a real benefit or use the money to retire debt	May 9, 2012 12:14 PI
71	density and accessibility are critical to achieving highly livable/walkable neighborhoods	May 9, 2012 11:53 Al
72	DO NOT NARROW CAR LANES> Barbur is the relief valve for I-5 and no car ;lanes can be taken away for cenceited elitist bullshit like bike lanes; or widened "buffered" sidewalks. Plain oldcurb tight 5 foot sidewalks are fine.	May 9, 2012 11:47 A
73	just go away	May 9, 2012 11:34 A
74	If you make the street more pedestrian friendly things would be greatly improved.	May 9, 2012 11:34 A
75	Not once, ONCE, has there been any substantial pubic outreach to get the actually feelings of citizens that have to pay and live with the consequences of these dreams. If CoP is considering lightrail, it should be put to a public vote. Plus, this survey demonstrates how surveys can be misleading. As Sam recently was quoted in the Oregonian "A lot of it [surveys] has to do with how you ask the question".	May 9, 2012 10:56 Al
76	Do not throw money at this. Your survey is fundamentally flawed.	May 9, 2012 10:53 A
77	This survey was pretty slanted. It gave us photos to choose. Of course we will choose the most aesthetically pleasing option. But what about the cost? What if option 4 costs 30 times more than option 1? Would we rather spend money on basic services, or have a nifty look and feel to Barbur boulevard? Would we rather spend that money paving some streets in Outer SouthEast east of 102nd? These are trade-offs that the survey didn't pose, but should have.	May 9, 2012 10:34 A
78	Strongly urge buffered/boulevard approach. Separate slow local traffic, parking movements etc from highway usage. Invest, don't patch.	May 9, 2012 8:30 AM
79	When you throw this opinion in the trash, be sure to recycle.	May 8, 2012 11:49 P