






Division-Midway Neighborhood Street Plan

Map of Division-Midway Connection Candidates, including Potential New Right-of-Way Connections and Potential Improved Connections in Existing Right-of-Way

How To Use and Read this Map. This map displays the following information with specific symbols, each described below: The symbols used to display Potential New Public Connections across Existing Private Property are similar to the symbols used to map connections in the Far Southeast Master Street Plan (2001), which was subsequently adopted into the Portland Transportation System Plan.

- **New potential right-of-way connections across private property** that are for further consideration through the Division-Midway Neighborhood Street Plan process. They would be required as a part of future development or may be considered as candidate for implementation with public funds.
 - The symbol for these New potential planned connections through blocks include:
 - Blue Arrows  for where the future connection point is certain, but the alignment to that point is uncertain.
 - Blue arrow with an “S” is for Street connections.
 - Blue arrow with a “P” is for Pedestrian/Bicycle only connections.
 - Blue hatch marks in a line  for where the future connection point and alignment are both uncertain. The alignment and connection point will be determined at the time of development.
 - All are the color Blue.
 - The label “S” for Street connections.
 - The label “P” for Pedestrian/Bicycle only connections.
 - The intent is that a future street or pathway will connect through a block from somewhere along one hatch mark to somewhere along the hatch mark on the other side of the block, or specifically to an existing street where there is an arrow pointing.
- **Potential improvements to connections in existing rights-of-way** which are currently unimproved or partially improved. These improvements may be required as a part of future development or may be considered as candidate for implementation with public funds. These improvements may be further considered for prioritization during the Division-Midway Neighborhood Street Plan process. Some of these improvements may already be in the Transportation System Plan (TSP) as priority system improvement projects.
 - The symbol for these potential improvements to connections include:
 - Blue halo or circle  around the existing right-of-way for where improvements could be made. There may be a label providing more info.
 - Examples of unimproved or partially improved connections: paved street with no sidewalks, gravel street, dirt foot path.
 - Example of a highlighted existing TSP project: SE 112th Ave TSP Project 80001.

- **Previously planned and adopted right-of-way connections across private property** for future streets or pedestrian/bike only paths, to be required as a part of future development. They were identified during the Far Southeast Master Street Plan (2001) and adopted into the Transportation System Plan (see TSP Map 11.11.7 on Chapter 2 - Page 133).
 - The symbol for these previously planned connections through blocks include:
 - Black or Green Arrows  for where the future connection point is certain, but the alignment to that point is uncertain.
 - Black with an “S” is for Street connections.
 - Green with a “P” is for Pedestrian/Bicycle only connections.
 - Hatch marks in a line >>>>> for where the future connection point and alignment are both uncertain. The alignment and connection point will be determined at the time of development.
 - Black is for Street connections.
 - Green is for Pedestrian/Bicycle only connections.

- **Previously recommended right-of-way connections across private property** for future streets or pedestrian/bike only paths, to be required as a part of future development. They were identified during the Outer Powell Conceptual Design Plan (2012). They are recommended for adoption into the Transportation System Plan (TSP) during the TSP plan update currently underway.
 - The symbol for previously recommended connections through blocks include:
 - Brown Arrows  for where the future connection point is certain, but the alignment to that point is uncertain.
 - Brown arrow with an “S” is for Street connections.
 - Brown arrow with a “P” is for Pedestrian/Bicycle only connections.
 - Brown hatch marks in a line >>>>> for where the future connection point and alignment are both uncertain. The alignment and connection point will be determined at the time of development.
 - All are the color Brown.
 - The label “S” for Street connections.
 - The label “P” for Pedestrian/Bicycle only connections.

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