

About These Maps

The Map of Division-Midway of the Connection Candidates in Existing Public Right-of-Way These candidates will be finalized following the June 5th 2014 Open House and the public voting and comment process. This map also displays the majority of existing public right-of-way, street connectivity and some street conditions, including presence of sidewalks, curbs and paved or gravel roads. The map includes current existing public easements/ public real estate interests that have been mapped by PBOT.

How to Comment on These Maps

Tell us which local street and pathway connections are most needed for your community. See the “How-to-Comment & Vote Board”

How to Use and Read These Maps

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.

Legend: Colors & Symbols

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.

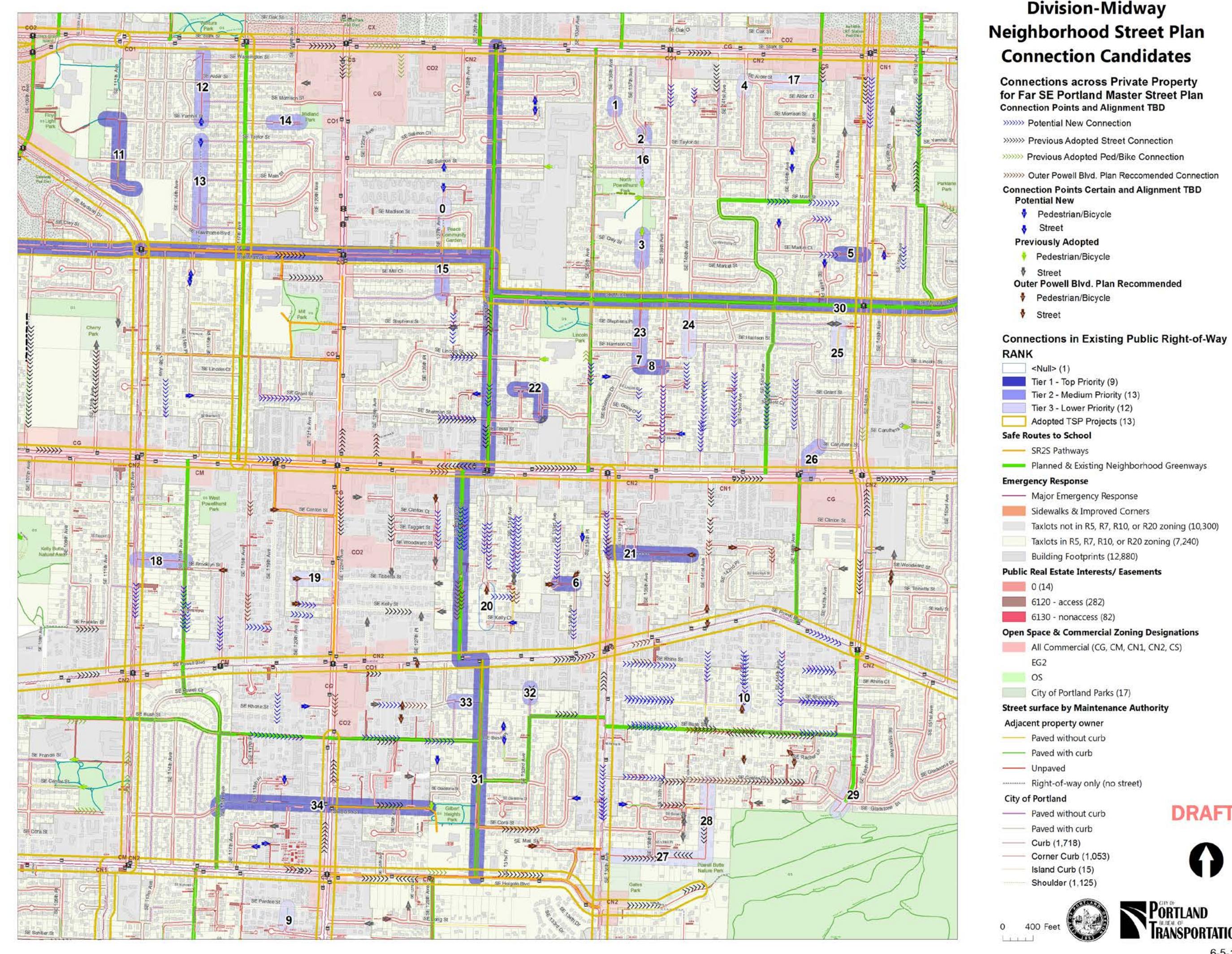
The symbol for these potential improvements to connections include a highlighted thick blue line around the existing right-of-way candidate in one of three different shades of blue representing the level of priority as determined by previous comments and technical analysis; Top, Medium, and Lower;

Tier 1
Top Priority

Tier 2
Medium Priority

Tier 3
Lower Priority

These blue “buffers” identify where improvements could be made based on our prioritization. Each of those buffers has a number that corresponds to the large 3-Tiered Table Board.



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 \rightarrow \rightarrow for where the future connection point is certain, but the alignment to that point is uncertain.
- Black with an \rightarrow “S” is for Street connections.
- Green with a \rightarrow “P” is for Pedestrian/Bicycle only connections.

Hatch marks in a line \ggggg 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 \ggggg is for Street connections.
- Green \ggggg is for Pedestrian/Bicycle only connections.

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 \rightarrow for where the future connection point is certain, but the alignment to that point is uncertain.

- Blue arrow \rightarrow with an “S” is for Street connections.
- Blue arrow \rightarrow with a “P” is for Pedestrian/Bicycle only connections.
- Blue hatch marks in a line \ggggg 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.

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 \rightarrow for where the future connection point is certain, but the alignment to that point is uncertain.
- Brown arrow \rightarrow with an “S” is for Street connections.
- Brown arrow \rightarrow with a “P” is for Pedestrian/Bicycle only connections.

Brown hatch marks in a line \ggggg 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.

