E- Local Connectivity Maps

GEOGRAPHIC INFORMATION SYSTEM

LOCAL CONNECTIVITY MAP

Legend

- Potential Connection
- Required - Wash. Co. Street Connection (Source: Wash. Co. Ord. 552)
- Potential - Wash. Co. Street Connection (Source: Wash. Co. Ord. 552) (If practical. If not, a Required Accessway)
- Potential Connection within Beaverton 2020 TSP Study Area
- 99 Street Stub Location Number

City of Beaverton

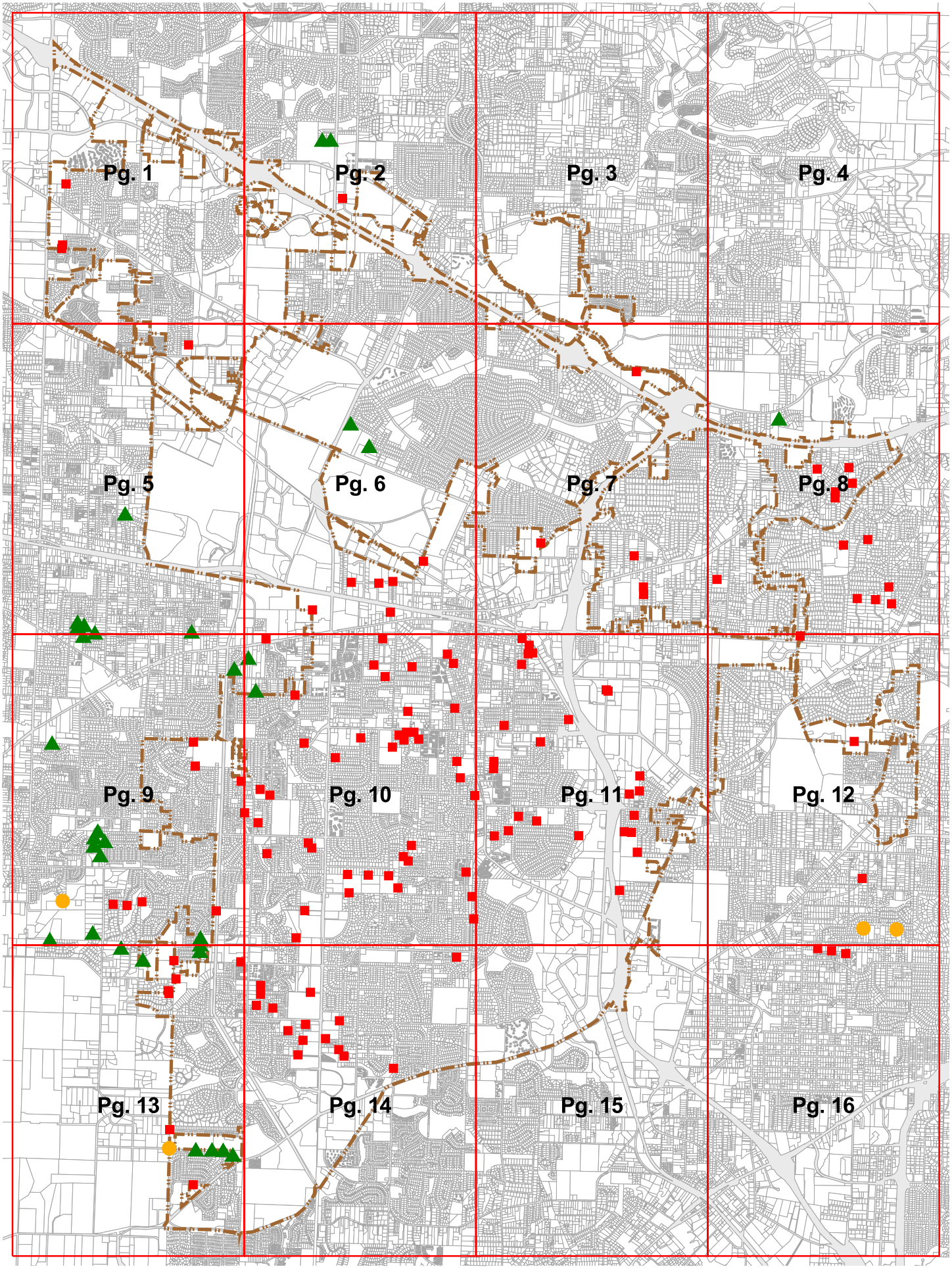
May, 2001

North

Notes:

This map represents the best data available at the time of publication. While every effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility or liability for any errors or omissions.

TSS/DT 5-31-01 L_8.5x11 S:\TRANSPORTATION\CONNECTIVITY-TSP.APR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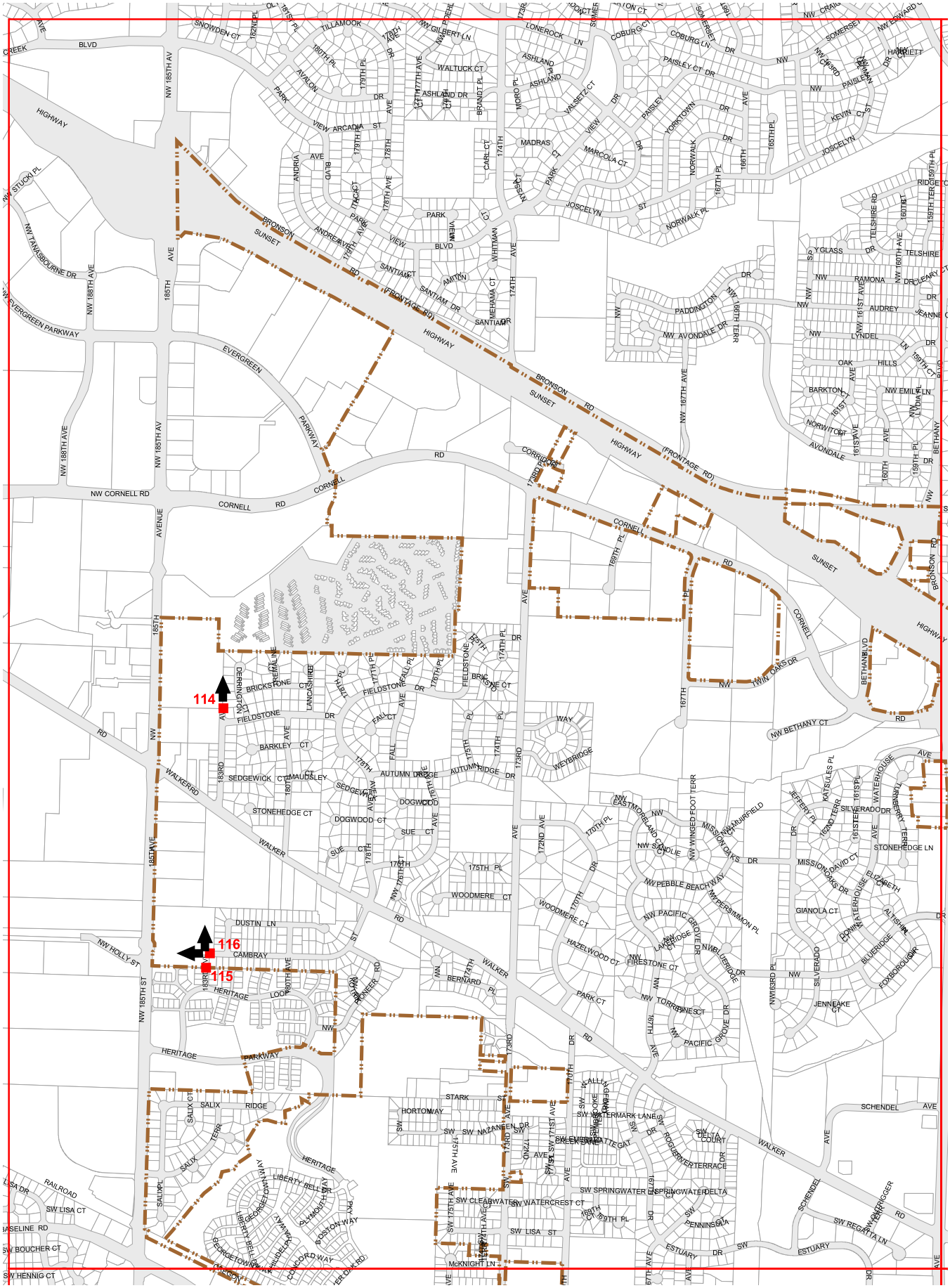
Local Connectivity Datasheet
Potential Connection
P = Potenial or Definite Problems
M = Minimal Problems
A = Adopted

Location	Rating	Recommendation
1	P	Feasibility Constraints
2	M	Pursue Multi-modal
3	M	Pursue Multi-modal
5	P	Pursue Multi-modal
7	P	Pursue Non-auto
8	P	Pursue Multi-modal
9	P	Pursue Multi-modal
10	P	Pursue Multi-modal
11	P	Pursue Multi-modal
12	P	Pursue Multi-modal
13	P	Pursue Multi-modal
14	P	Pursue Multi-modal
17	P	Feasibility Constraints
18	P	Consider Non-auto
19	P	Feasibility Constraints
20	P	Feasibility Constraints
21	P	Pursue Non-auto
22	P	Feasibility Constraints
23	P	Consider Multi-modal
24	P	Consider Multi-modal
25	P	Consider Multi-modal
26	P	Feasibility Constraints
27	P	Pursue Multi-modal
29	P	Consider Multi-modal
31	P	Consider Multi-modal
33	P	Consider Multi-modal
34	P	Pursue Multi-modal
35	P	Feasibility Constraints
36	P	Consider Non-auto
37	P	Consider Non-auto
38	M	Pursue Multi-modal
39	M	Consider Multi-modal
40	M	Feasibility Constraints
41	P	Pursue Non-auto
42	P	Pursue Multi-modal
43	P	Pursue Multi-modal
44	P	Pursue Multi-modal
45	P	Feasibility Constraints
46	P	Consider Multi-modal
47	P	Consider Non-auto
48	P	Feasibility Constraints
49	P	Pursue Multi-modal
50	M	Consider Future Cul-de-sac, Pursue Non-auto
51	P	Pursue Non-auto
52	P	Feasibility Constraints
54	P	Pursue Non-auto

55	P	Feasibility Constraints
56	P	Consider Non-auto
58	P	Consider Non-auto
59	P	Feasibility Constraints
60	P	Feasibility Constraints
61	P	Consider Non-auto
62	P	Consider Non-auto
63	P	Consider Non-auto
64	P	Consider Multi-modal
65	P	Pursue Multi-modal
66	P	Consider Multi-modal
67	M	Pursue Multi-modal
68	P	Pursue Multi-modal
70	P	Pursue Multi-modal
71	P	Pursue Multi-modal
74	P	Pursue Multi-modal
75	M	Pursue Multi-modal
76	P	Pursue Multi-modal
77	P	Pursue Multi-modal
78	P	Pursue Multi-modal
79	P	Pursue Non-auto
80	P	Pursue Non-auto
81	M	Pursue Multi-modal (into Transit Center)
82	P	Pursue Multi-modal
83	P	Pursue Multi-modal
84	P	Consider Multi-modal
85	M	Pursue Non-auto
86	M	Pursue Non-auto
87	M	Pursue Non-auto
88	M	Pursue Non-auto
89	P	Pursue Non-auto
90	M	Pursue Non-auto
91	M	Pursue Multi-modal east of 125, Non-auto west
92	P	Consider Multi-modal
93	P	Consider Non-auto
94	P	Consider Non-auto
95	County	Pursue Non-auto
96	County	Feasibility Constraints
97	County	Feasibility Constraints
98	M	Consider Multi-modal
99	County	Consider Non-auto
100	County	Feasibility Constraints
101	County	Consider Non-auto
102	P	Pursue Non-auto
103	M	Pursue Non-auto
105	P	Consider Multi-modal
106	P	Consider Non-auto
107	P	Consider Non-auto
108	P	Consider Non-auto
109	P	Pursue Multi-modal
110	P	Pursue Non-auto
111	P	Pursue Non-auto

112	P	Pursue Non-auto
113	County	Potential Connection
114	P	Consider Non-auto
115	P	Pursue Multi-modal
116	P	Pursue Multi-modal, avoid cut thru to Cambray
117	M	Pursue Multi-modal
118	M	Pursue Non-auto
119	M	Pursue Multi-modal
120	M	Pursue Multi-modal
121	M	Pursue Multi-modal
122	M	Pursue Multi-modal
123	M	Pursue Multi-modal
125	P	Pursue Multi-modal
126	P	Consider Multi-modal
127	P	Pursue Multi-modal
129	M	Pursue Multi-modal
130	M	Pursue Multi-modal
131	M	Pursue Multi-modal
132	M	Pursue Multi-modal
133	M	Pursue Multi-modal
134	M	Pursue Multi-modal
135	M	Pursue Multi-modal
136	M	Pursue Multi-modal
137	A	Adopted Street Connection
138	A	Adopted Street Connection
139	A	Adopted Street Connection
140	M	Consider Non-auto
141	A	Adopted Street Connection
142	M	Consider Non-auto
143	M	Pursue Multi-modal
146	M	Pursue Multi-modal
147	M	Pursue Multi-modal



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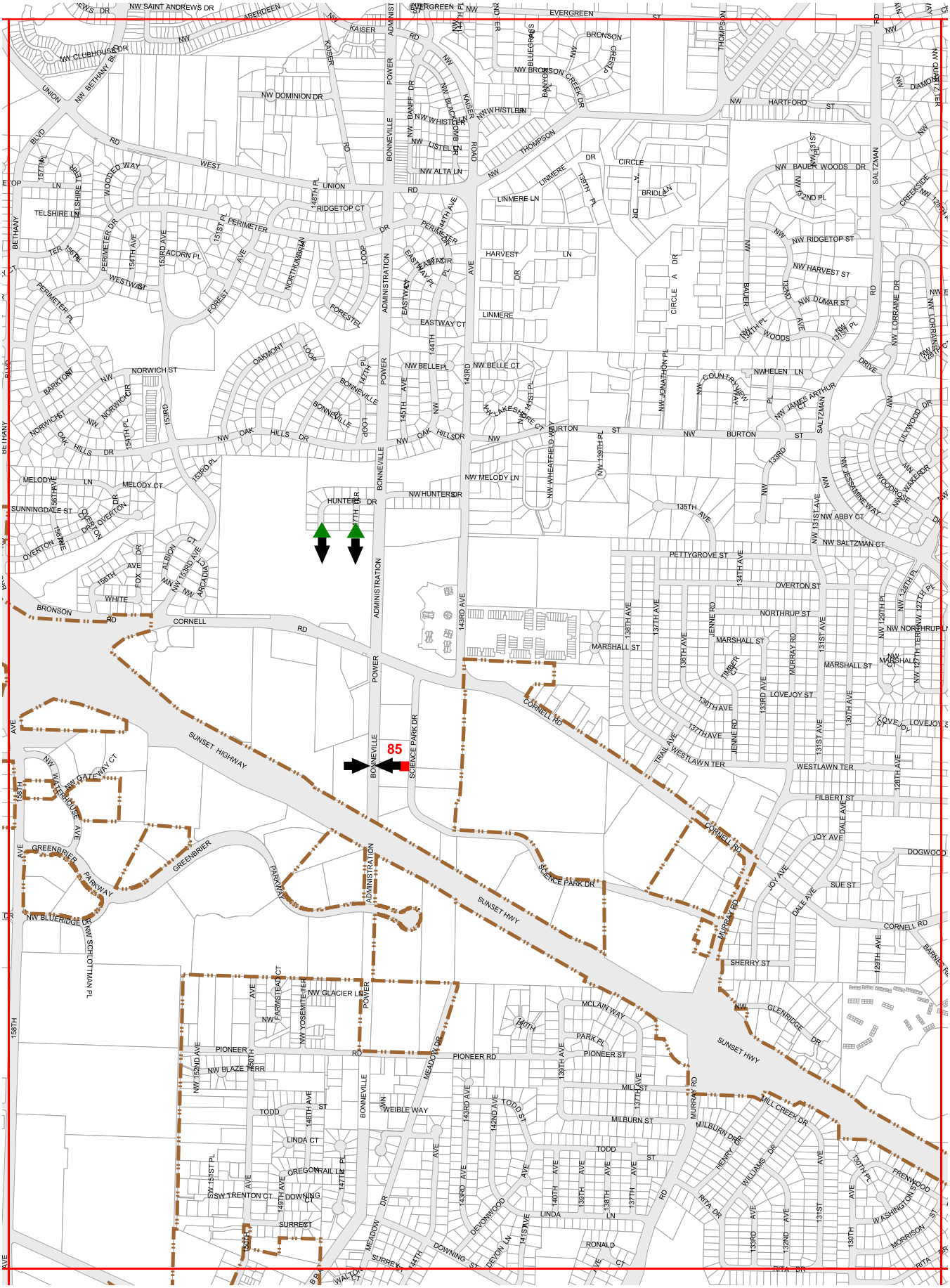

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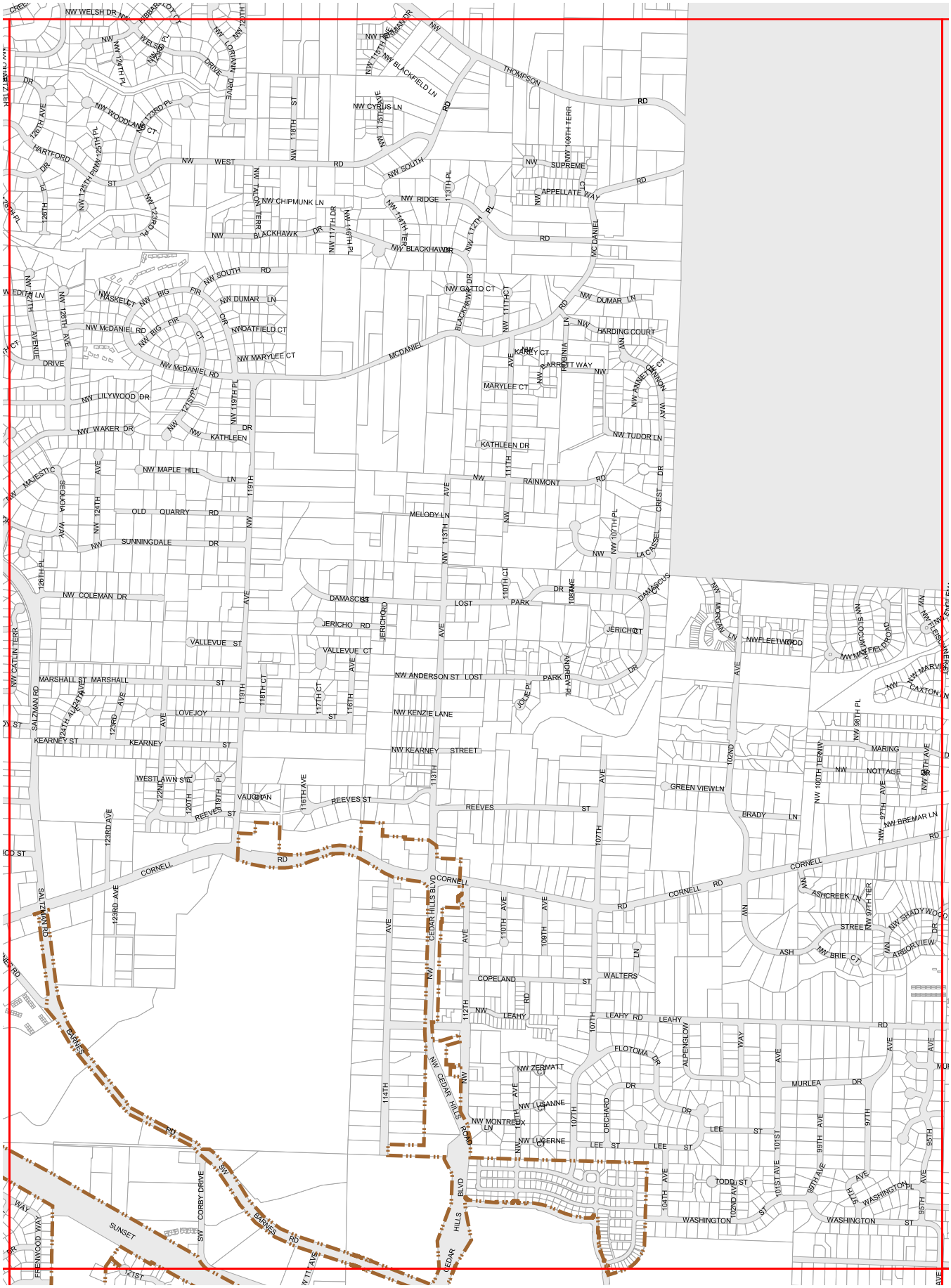

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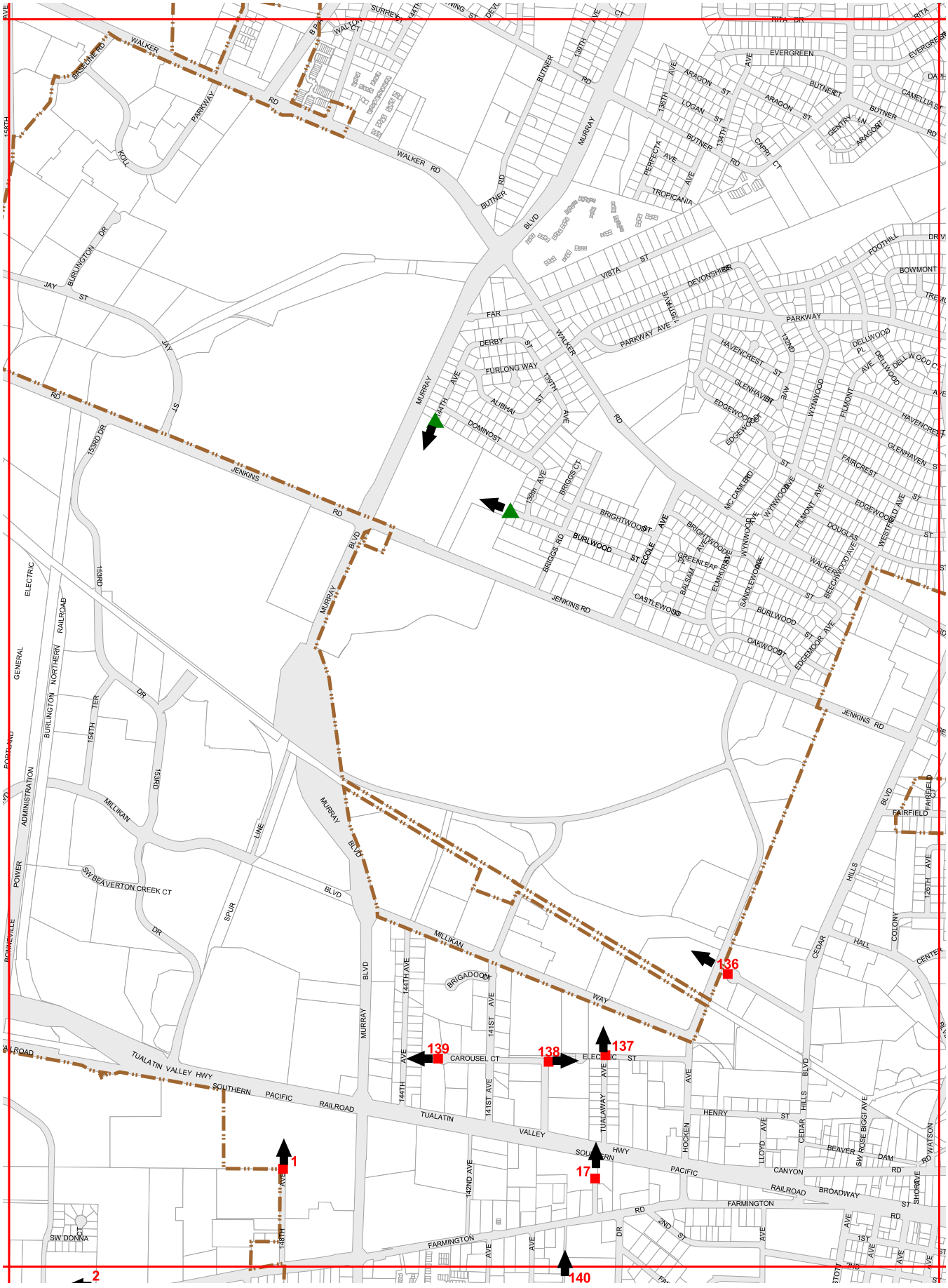

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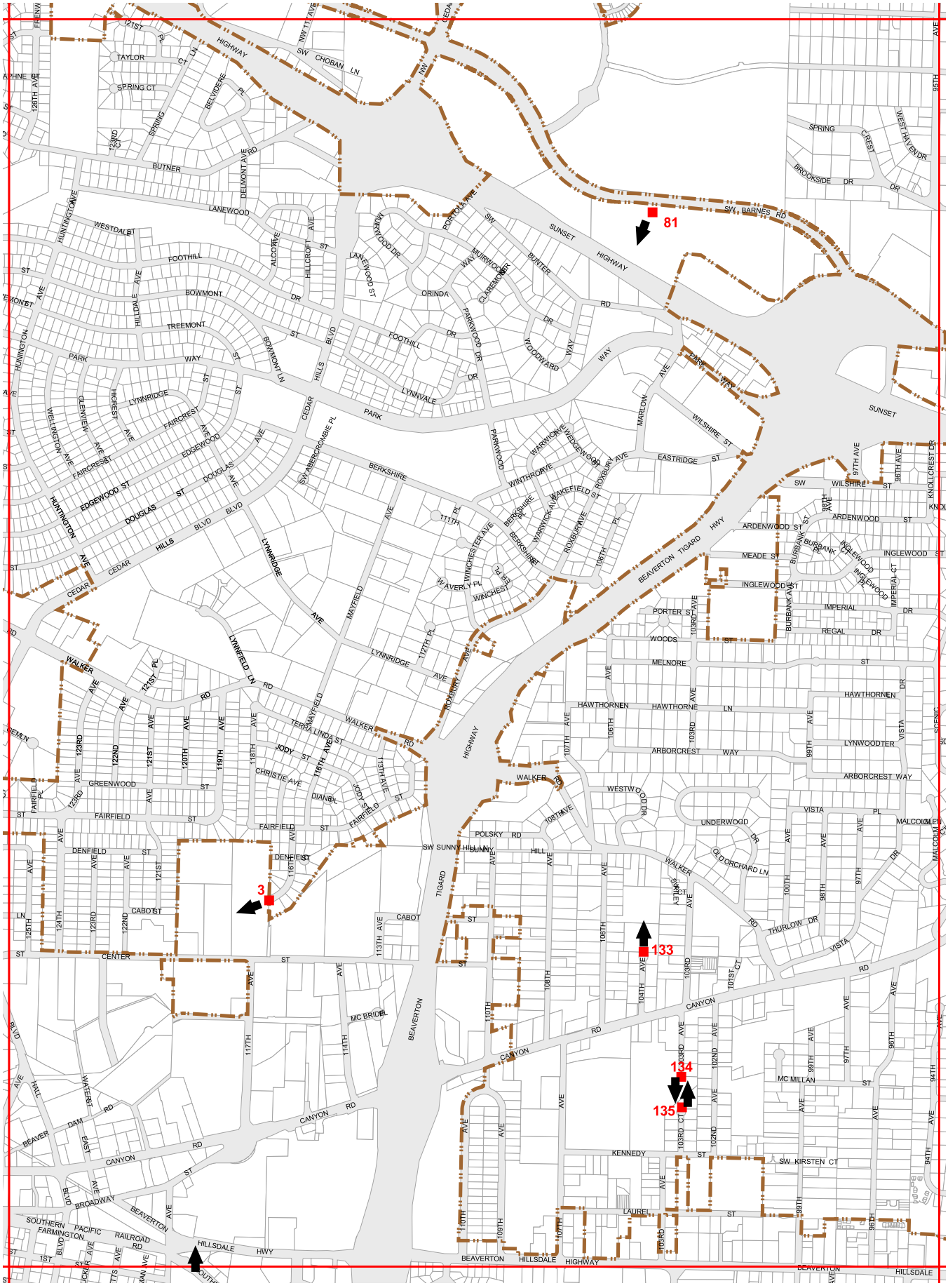

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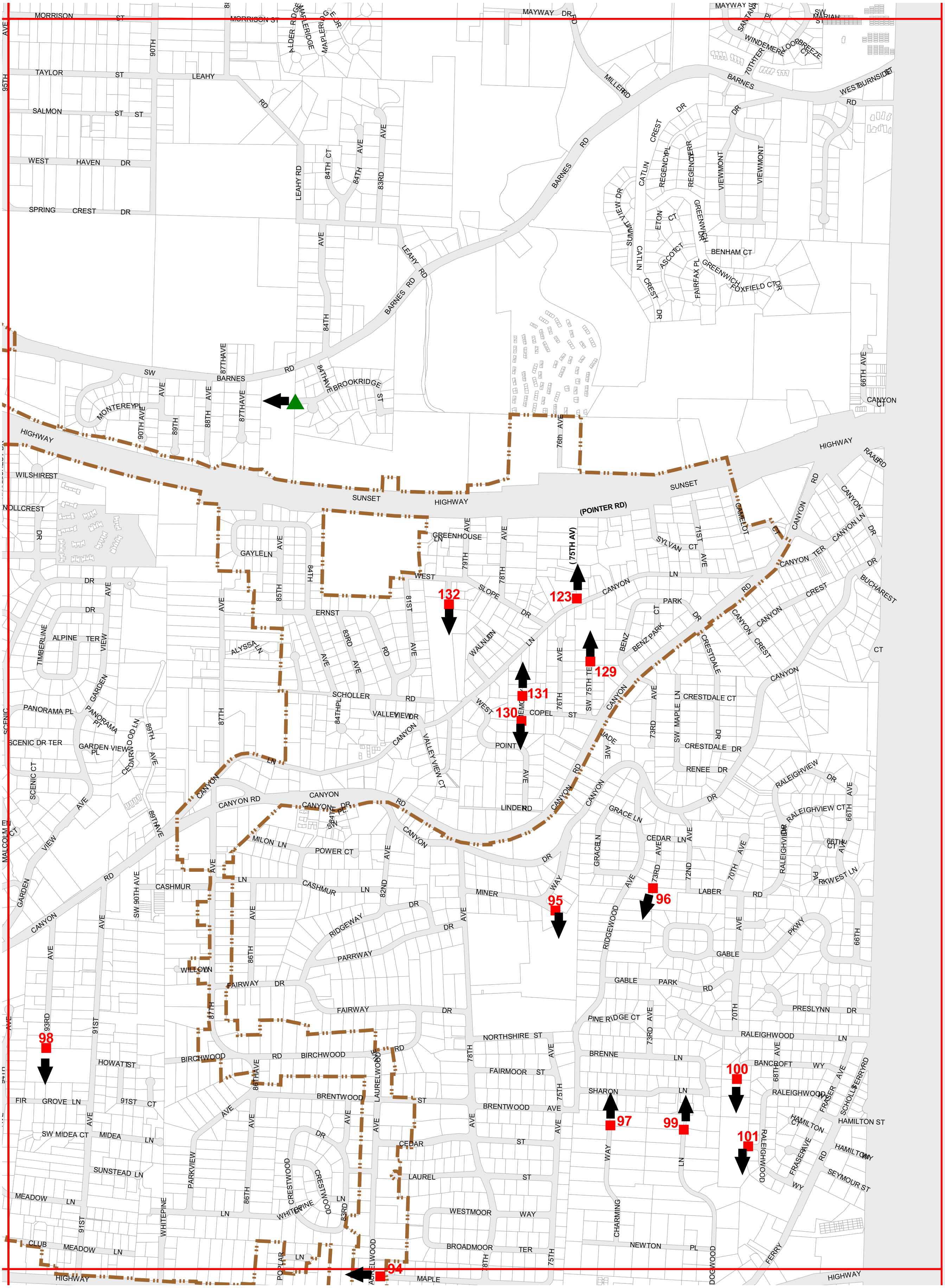

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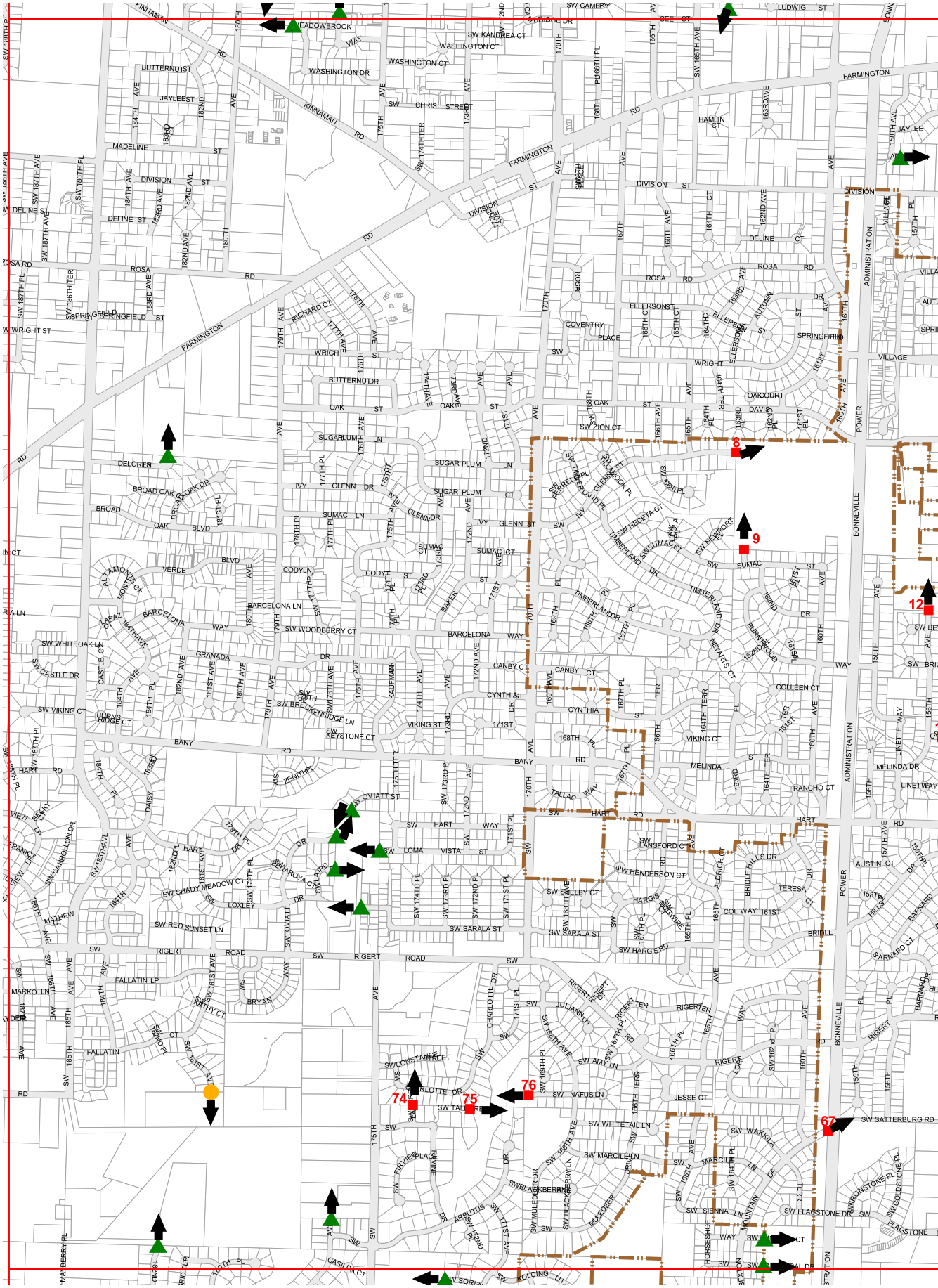

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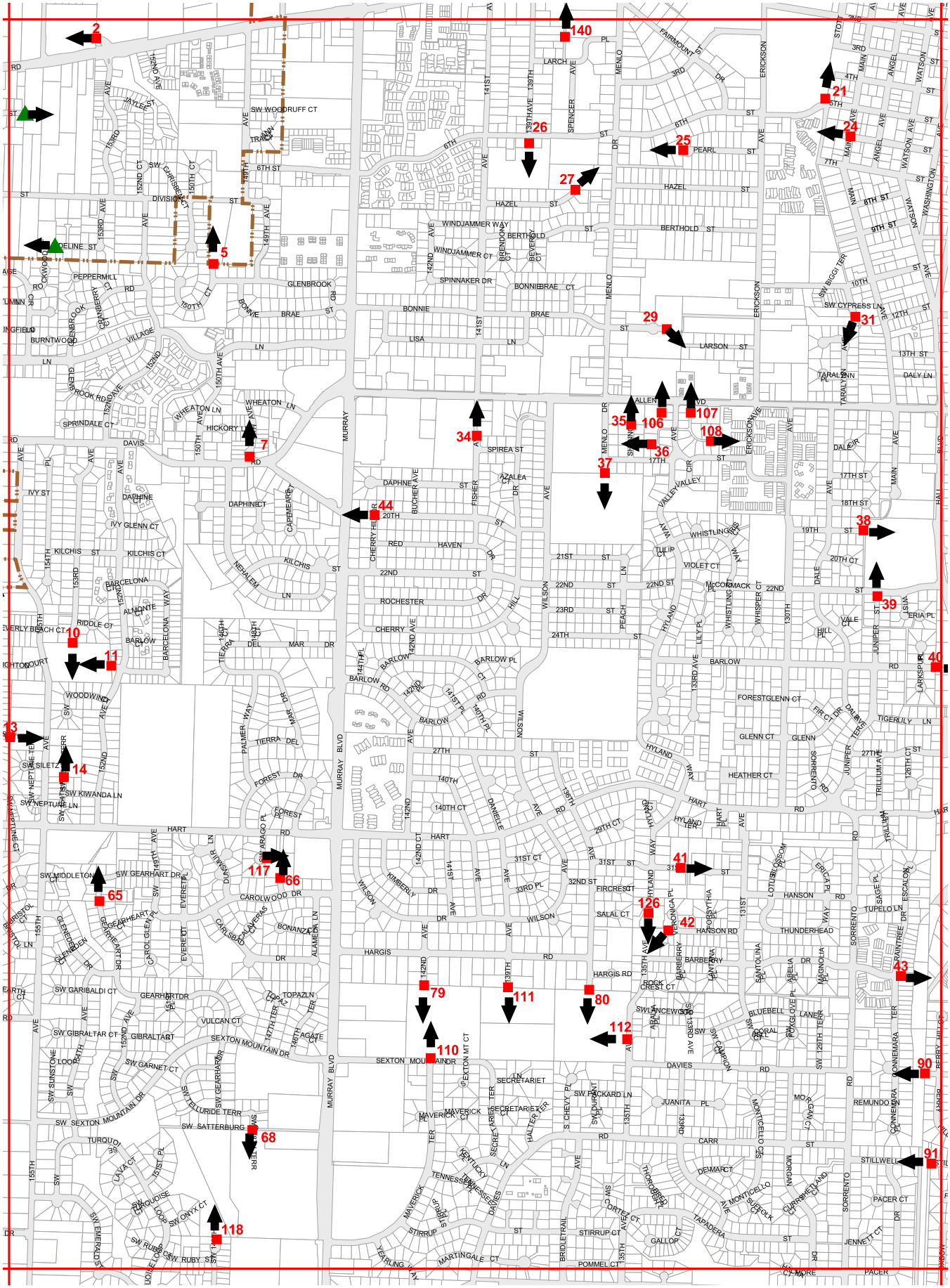

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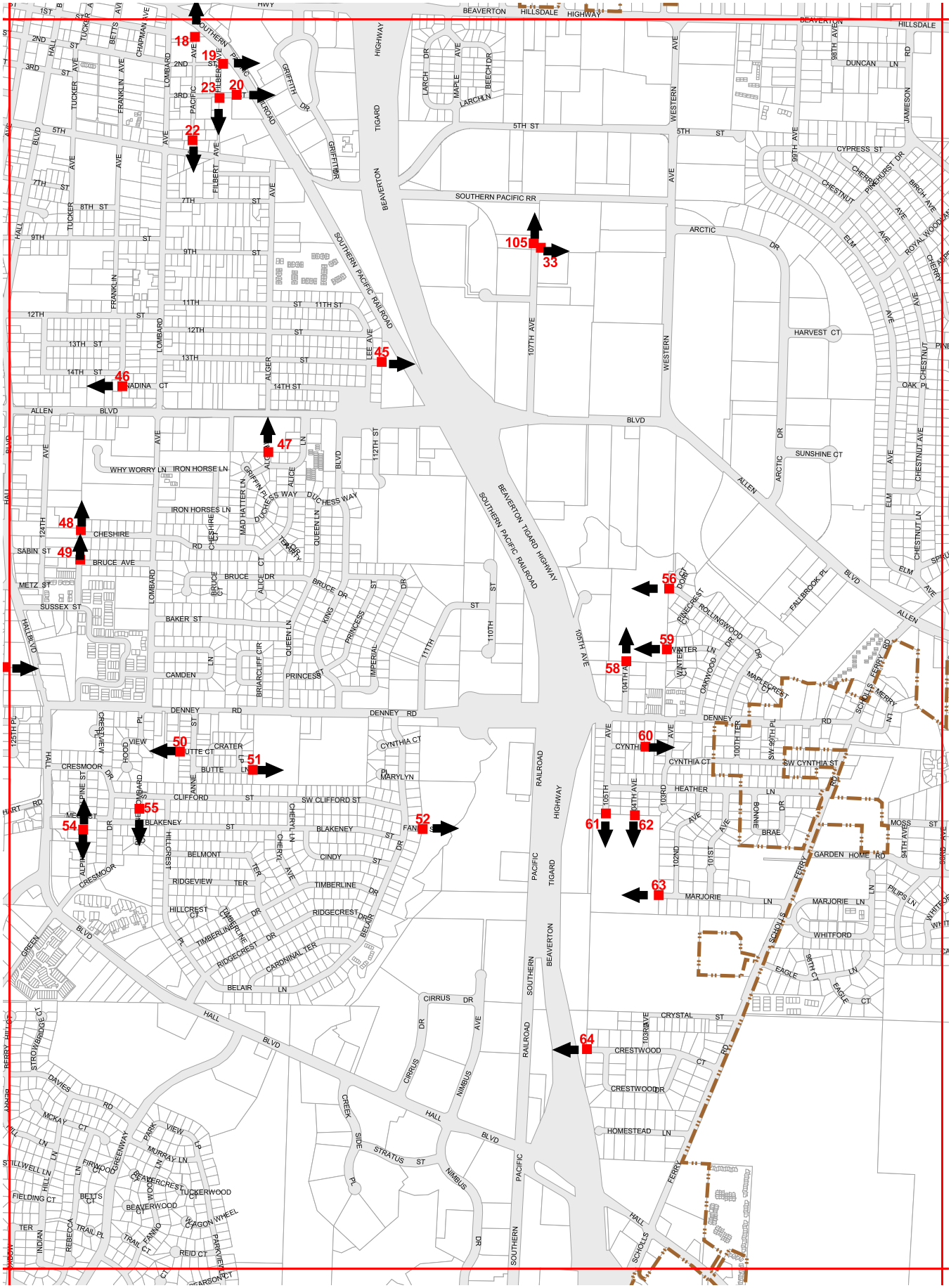

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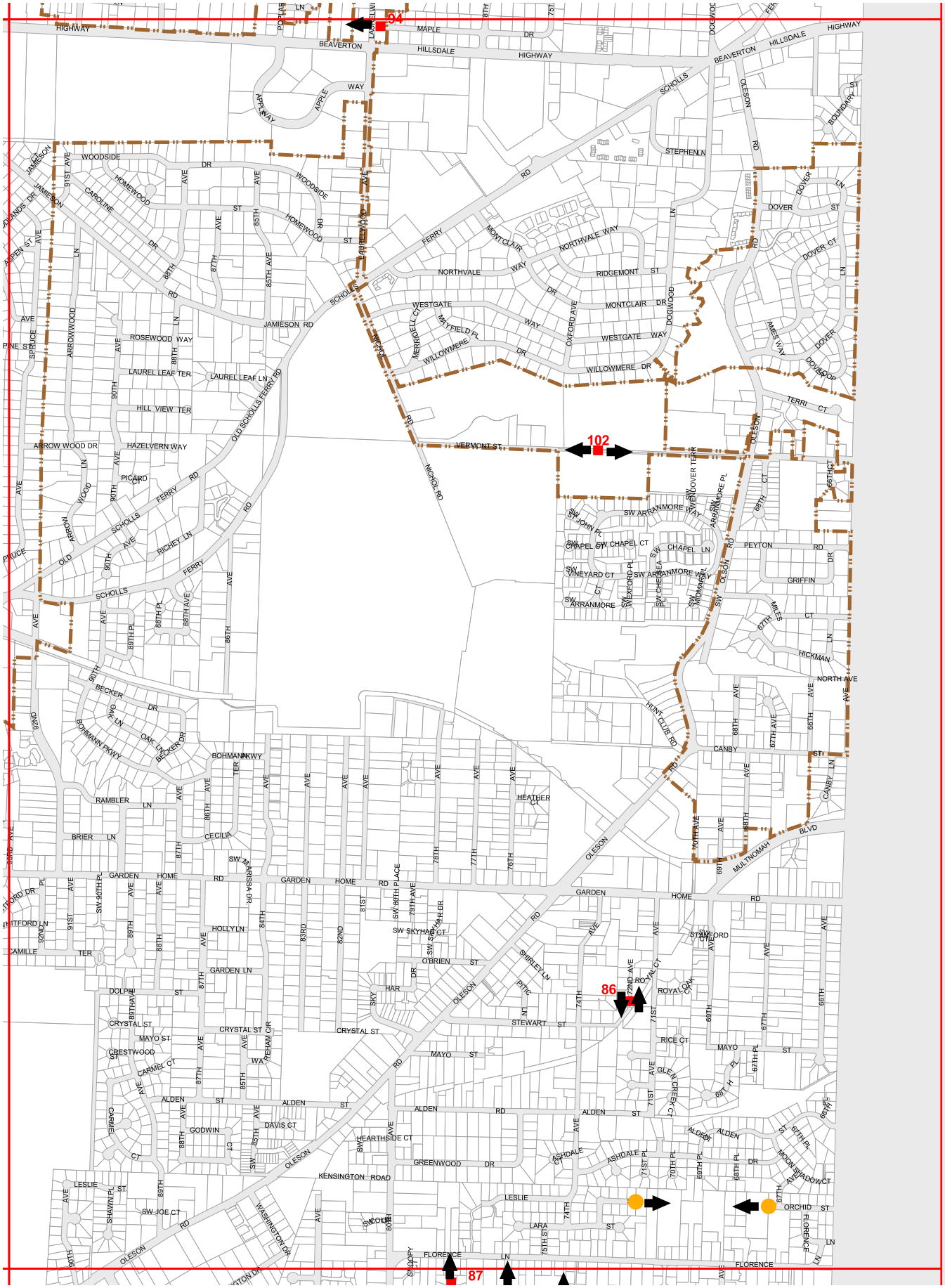

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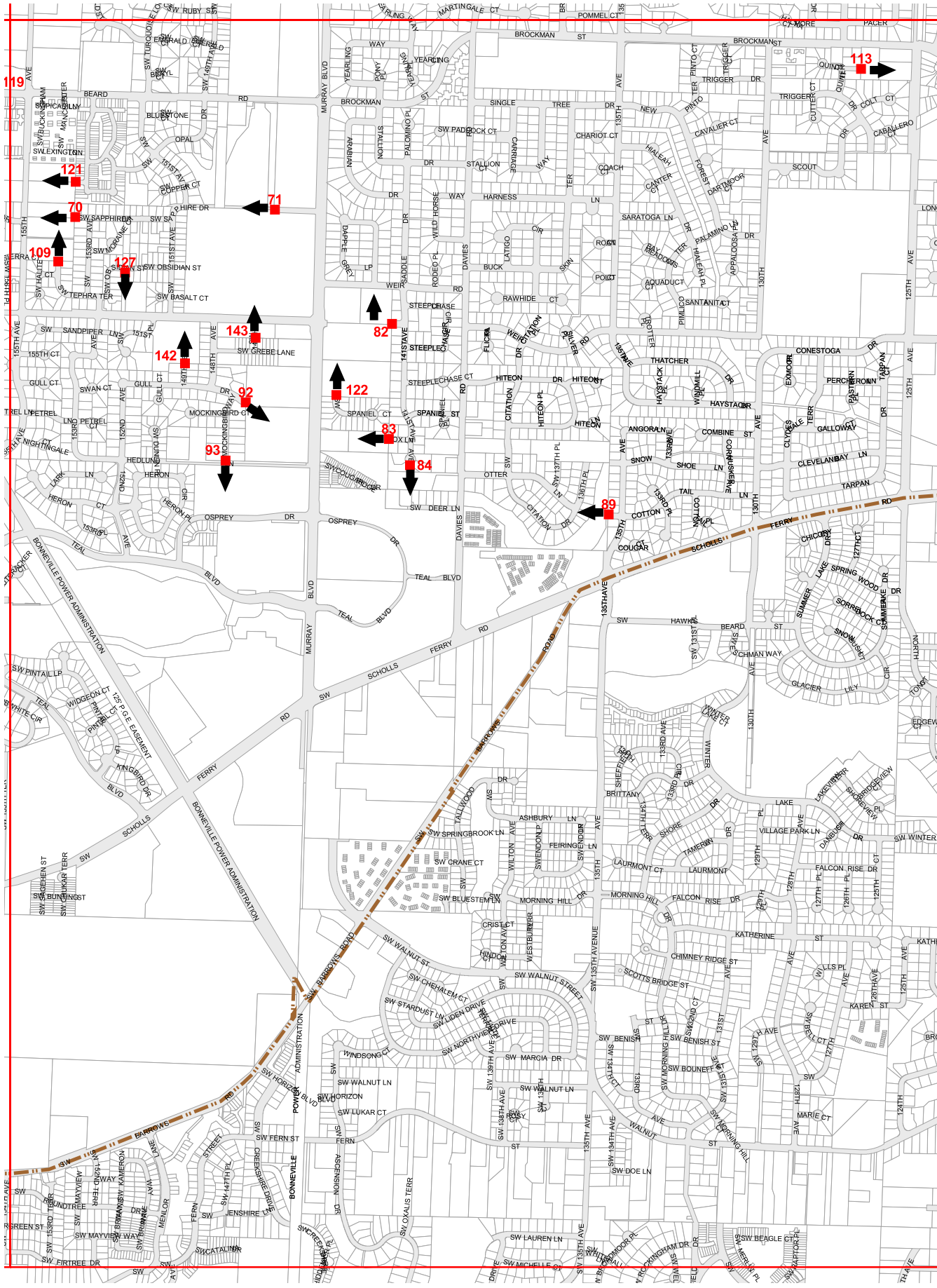

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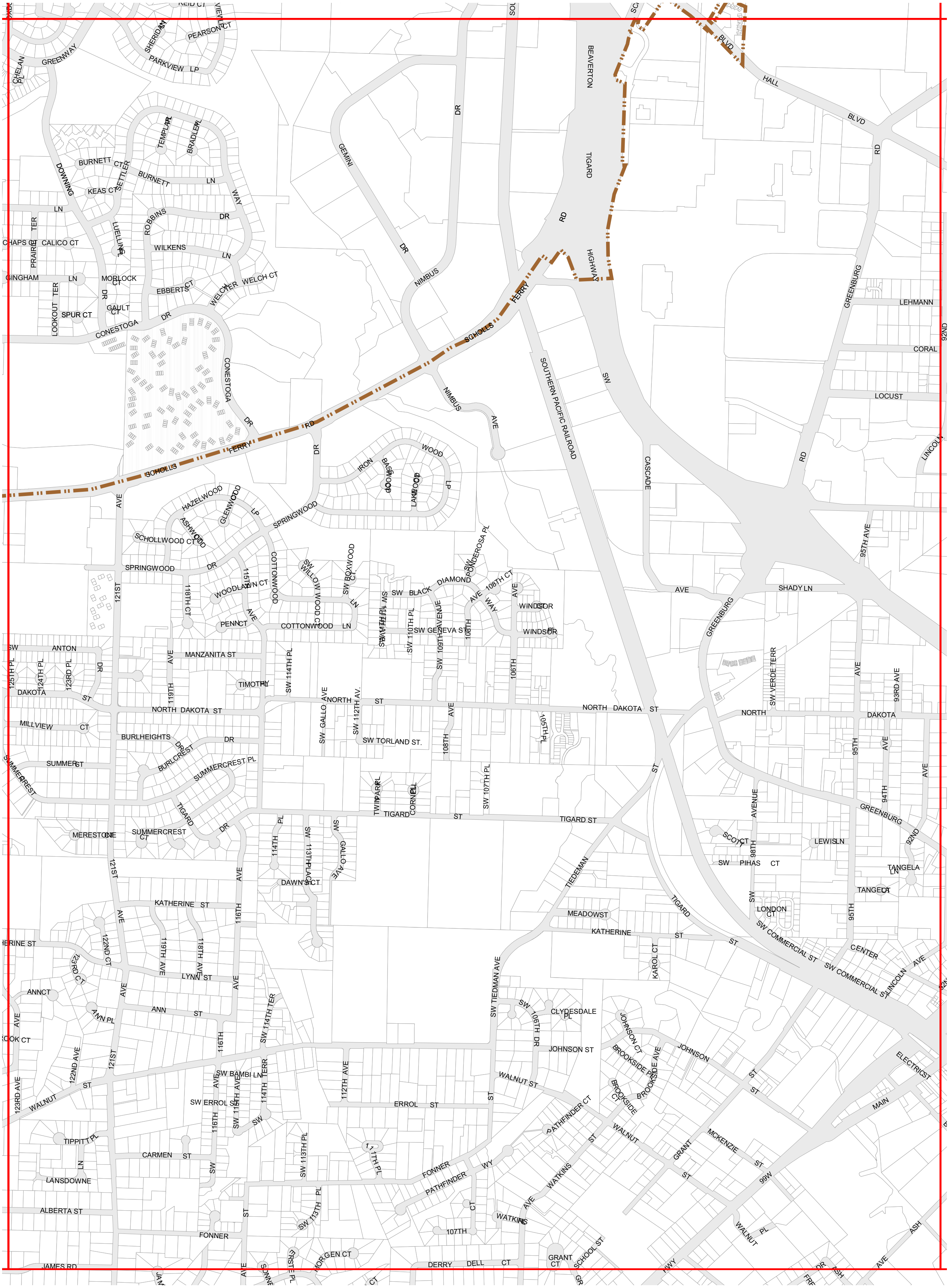

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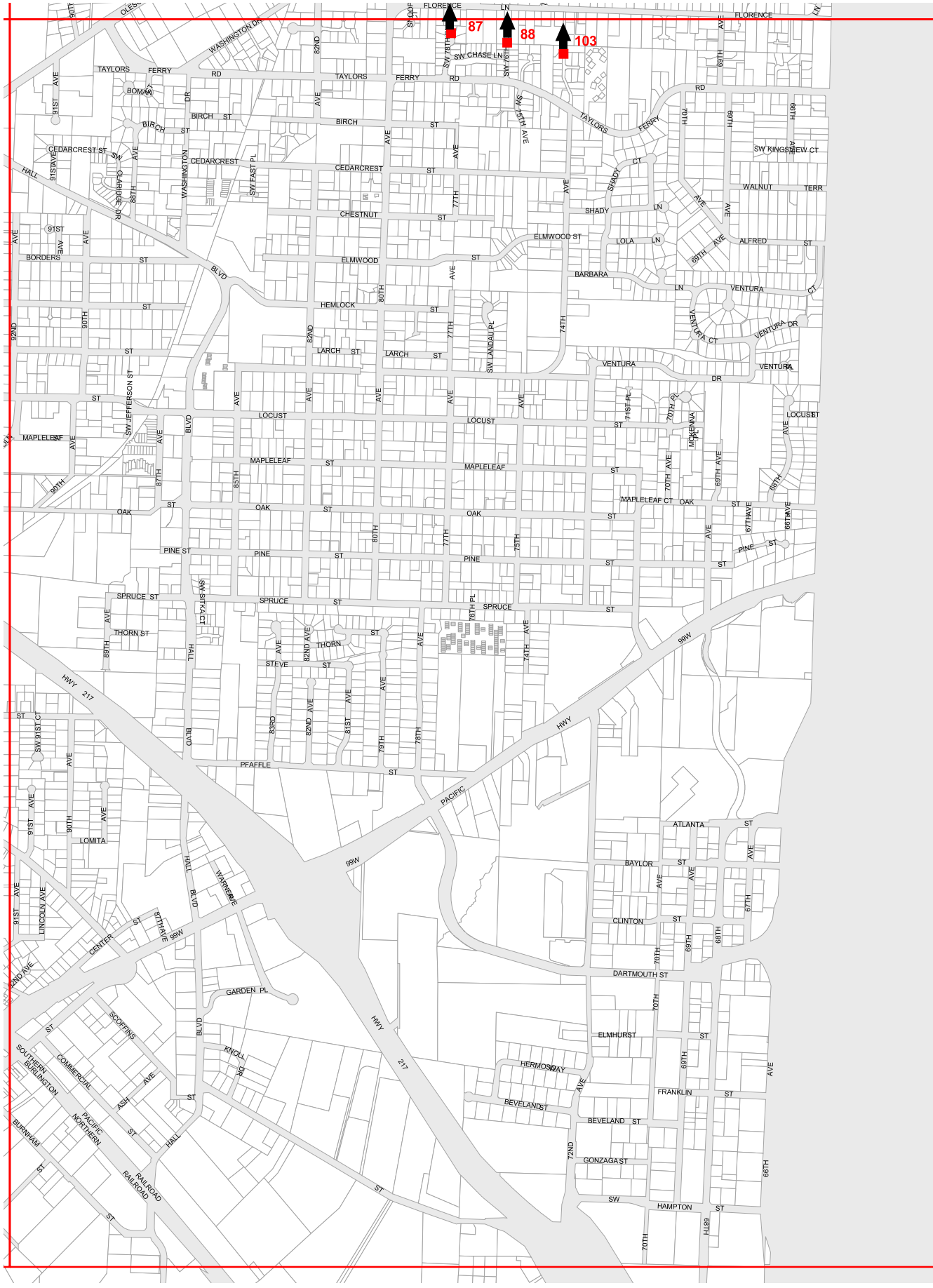
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