

## Other Multimodal Improvements

### Local Connectivity Maps

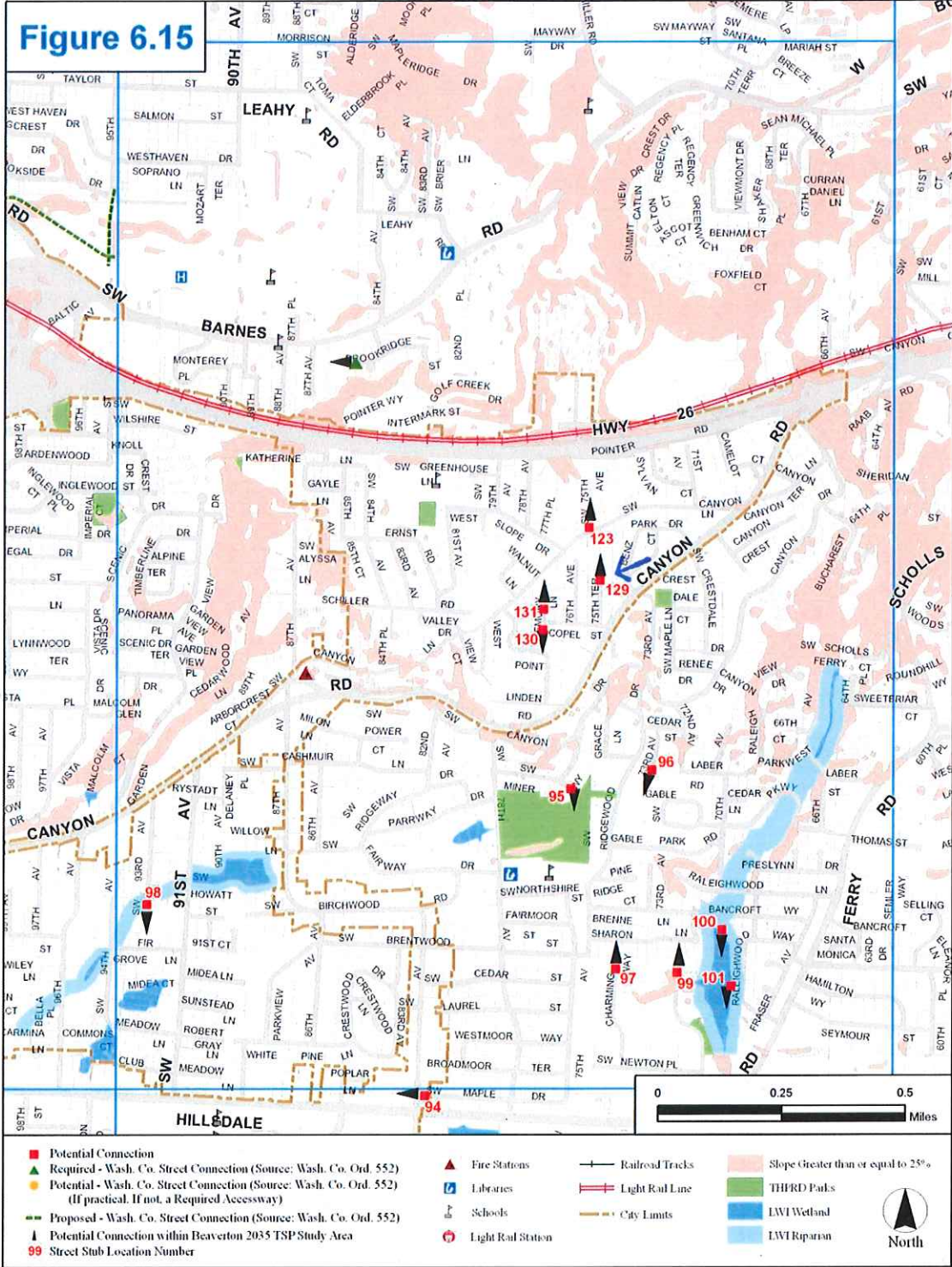
The Local Connectivity Maps identify recommended and adopted local bicycle, pedestrian, and multimodal street connections. As new development and redevelopment occur, there is an opportunity to work toward completion of the local circulation system by providing new, more direct and convenient connections within subareas for all modes. Such new connections can also help reduce out-of-direction and cut-through vehicle traffic in neighborhoods.

The 2035 updated Local Connectivity Maps (Figures 6.7 through 6.23) identify existing street stubs and potential future local connections that shall be evaluated and considered with new development. A new connection may be a local street, or if there are environmental or existing development constraints, a pedestrian and bicycle way can be considered. Each potential connection is numbered and an arrow points in the general direction of a possible new connection. A corresponding data table, Table 6-3, notes if a potential or definite environmental problem or another constraint has been identified and whether a multimodal street (“pursue multimodal”) or a bicycle and pedestrian connection (“pursue non-auto”) is recommended to be pursued or is already adopted. Adopted Washington County connections within Beaverton’s planning area are also noted for information.

Beaverton’s Development Code requires that additional street, bicycle, and pedestrian connections be considered and constructed where feasible. The Figure 6.7 and Table 6-3 recommendations address some of the existing local street stubs and additional identified potential connections in the study area. The fact that there are potential connections not noted on the map or in this table does not negate the Code requirements for additional multimodal connections. Numbers correspond to map locations. Arrow directions are general in nature and represent the recommended direction, though arrow direction may change with design. Additional collector and arterial connections are noted on the Functional Classification map.

**Table 6-3: Local Connectivity Recommendations**

Map ID#	P = Potential or Definite Problems: problems may include existing development or environmental constraints M = Minimal Problems A = City Adopted Street Connections County = Washington County Adopted Connection	Recommendation
1	P	Feasibility Constraints
2	M	Pursue Multimodal
7	P	Pursue Non-auto
8	P	Pursue Non-auto
9	P	Pursue Non-auto
12	P	Pursue Multimodal
14	P	Pursue Multimodal
17	P	Feasibility Constraints





Map ID#	P = Potential or Definite Problems: problems may include existing development or environmental constraints M = Minimal Problems A = City Adopted Street Connections County = Washington County Adopted Connection	Recommendation
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 Multimodal east of 125th, Pursue Non- auto west of 125th
92	P	Consider Multimodal
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 Multimodal
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 Multimodal
106	P	Consider Non-auto
107	P	Consider Non-auto
108	P	Consider Non-auto
110	P	Pursue Non-auto
111	P	Pursue Non-auto
112	P	Pursue Non-auto
113	P	Potential Connection
114	P	Consider Non-auto
117	M	Pursue Multimodal
118	M	Pursue Non-auto
119	M	Pursue Multimodal
122	M	Pursue Multimodal
123	M	Pursue Multimodal
129	M	Pursue Multimodal
130	M	Pursue Multimodal
131	M	Pursue Multimodal
133	M	Pursue Multimodal
137	A	Adopted Street Connection
138	A	Adopted Street Connection
139	A	Adopted Street Connection

