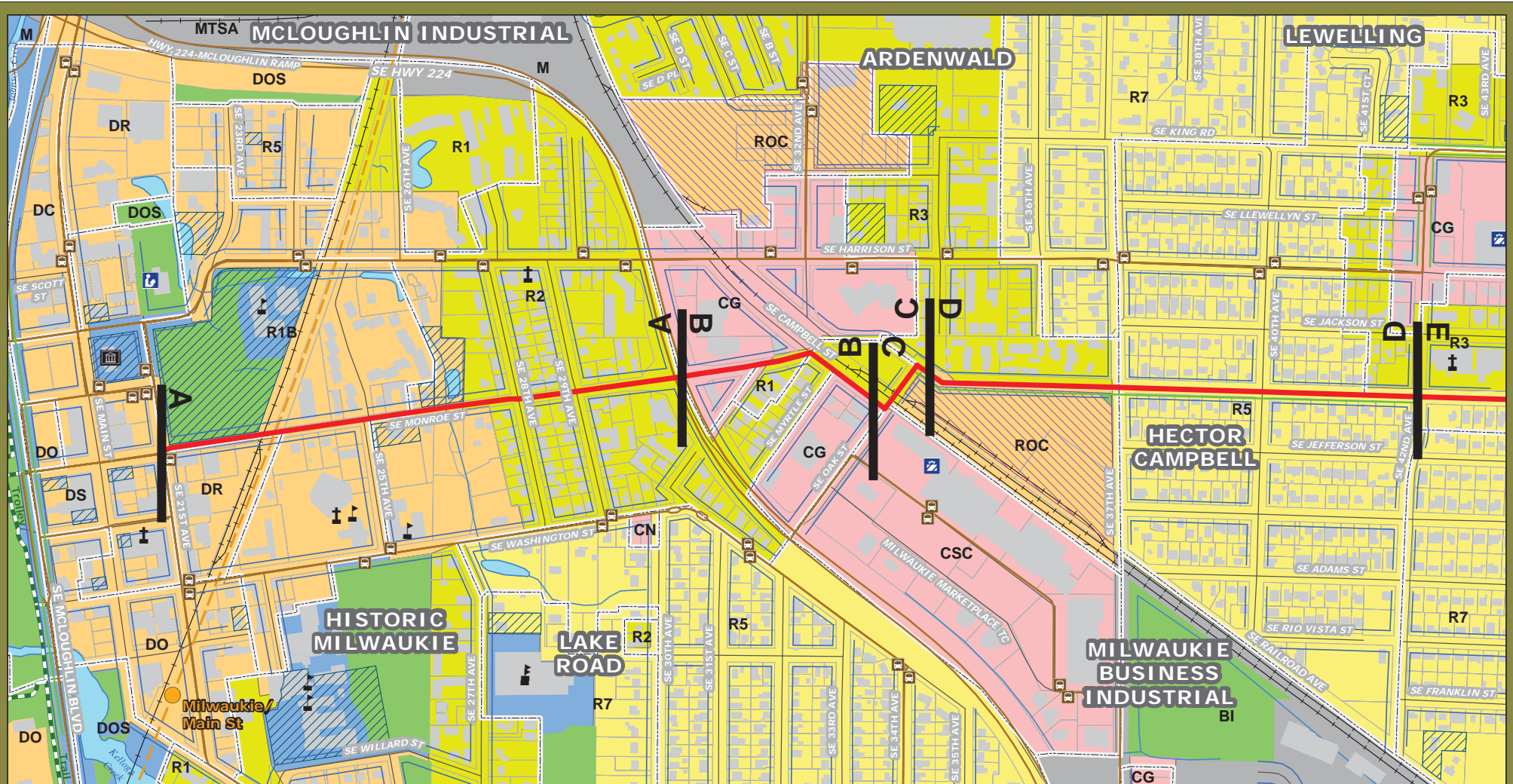


Monroe Street Greenway

Corridor Characteristics

Section A SE 21 st Avenue to OR 224	Section B OR 224 to SE Oak Street	Section C UPRR Railroad Crossing	Section D SE Railroad Avenue to SE 42 nd Avenue	Section E SE 42 nd Avenue to SE Linwood Avenue
<p>Industrial/residential</p> <p>50' elevation gain west to east (2.4% grade)</p> <p>Width: 28-40' curb-to-curb</p> <p>Parking on S side only, except for one double-sided block</p> <p>Narrow (4-5') sidewalks on both sides</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p>Future MAX Crossing at 23rd</p> <p>Major signalized crossing at OR 224 with pedestrian timer buttons but no bicycle-activated buttons or pavement loops</p> <p>VOLUME/SPEED: Westbound at 25th 956 vehicles/day; 88 vehicles/hour average during peak hour Average speed: 19 mph; 85th % Speed: 23 mph</p>	<p>Office/residential</p> <p>Flat terrain</p> <p>Width: 40' curb to curb</p> <p>Parking on both sides</p> <p>Narrow (4-5') sidewalks (Campbell Street south side only)</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p>Median island near Oak Street</p> <p>Jog in route at Campbell Street</p> <p>Skewed intersection at Penzance Street</p> <p>VOLUME/SPEED: No official counts Perceived light traffic</p>	<p>Vacant land</p> <p>Flat terrain</p> <p>No on-street parking</p> <p>Pinch point at RR crossing, 11-13' lane width</p> <p>Asphalt or concrete sidewalks (6') on both sides</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit (unsigned)</p> <p>Series of jogs in route</p> <p>Complex T-junction at east end with Oak Street</p> <p>Rail crossing is connectivity barrier –includes median islands and wayside horns</p> <p>Improvements require Union Pacific involvement</p> <p>VOLUME/SPEED: No official counts Presumably busiest section of corridor on Oak Street</p>	<p>Residential</p> <p>56' elevation gain west to east from 37th to 40th (6.6% grade)</p> <p>Width: 33' curb to curb</p> <p>Parking on N side only</p> <p>Narrow (4') uphill bike lane on EB side; sharrows on downhill WB side; centerlines are present</p> <p>Narrow (4-5') sidewalks on both sides</p> <p>25 mph speed limit</p> <p>VOLUME/SPEED: Westbound at 35th: 2,604 vehicles/weekday; 203 vehicles/hour average during peak hour Average speed: 27 mph 85th % speed: 31 mph Eastbound at 40th: 1,882 vehicles/weekday, 138 vehicles/hour during peak hour Average speed: 26 mph; 85th % speed: 30 mph</p>	<p>Residential, rural character</p> <p>Rolling hills</p> <p>Width: 22 to 25' (pavement width)</p> <p>Gravel shoulders in some locations; no sidewalks or curbs</p> <p>Intermittent sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p>VOLUME/SPEED: Eastbound at 44th: 1,385 vehicles/day; 166 vehicles/hour average during peak hour Average speed: 21 mph; 85th % speed: 25 mph Eastbound at 58th: 2,044 vehicles/day; 181 vehicles/hour during peak hour Average speed: 21 mph; 85th % speed: 28 mph</p>
Comparable Greenways SE Clay Street, Portland SE Ankeny Street, Portland NE Hancock Street, Portland	Comparable Greenways NE Going Street, Portland	Comparable Greenways SE Bush at 136 th , Portland SE Division at 87 th , Portland NE Going at 33 rd , Portland	Comparable Greenways NE Klickitat Street, Portland SE Gladstone Street, Portland NE Tillamook Street, Portland	Comparable Greenways SW Maplewood Rd, Portland SW Sunset Blvd, Portland SE Woodward Street, Portland SE Mill Street, Portland



Monroe Street Greenway Project Existing Conditions Land Use and Transportation West Map

Monroe Street Study Area
 Future MAX Light Rail and Station
 School
 Shopping
 Significant Features
 Mixed Use Overlay
 Existing Zoning
 City Limit

Existing Bike Lanes
 Existing Sidewalks
 Bus Transit Lines
 Trails
 City Hall
 Hospital
 Library
 Church

Bus Transit Stops
 Railroads
 Shopping
 Significant Features
 Mixed Use Overlay
 Existing Zoning
 City Limit

Comprehensive Plan

- Commercial
- Industrial
- Single-Family Residential
- Multi-Family Residential
- Mixed Use Center
- Public/Institutional
- Parks

