

# Monroe Street Greenway

## Corridor Characteristics

| Section A<br>SE 21 <sup>st</sup> Avenue to OR 224  | Section B<br>OR 224 to SE Oak Street  | Section C<br>UPRR Railroad Crossing   | Section D<br>SE Railroad Avenue to SE 42 <sup>nd</sup> Avenue   | Section E<br>SE 42 <sup>nd</sup> 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 23<sup>rd</sup></p> <p>Major signalized crossing at OR 224 with pedestrian timer buttons but no bicycle-activated buttons or pavement loops</p> <p><b>VOLUME/SPEED:</b><br/><b>Westbound at 25<sup>th</sup></b><br/>956 vehicles/day;<br/>88 vehicles/hour average during peak hour<br/>Average speed: 19 mph;<br/>85<sup>th</sup> % 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><b>VOLUME/SPEED:</b><br/>No official counts<br/>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><b>VOLUME/SPEED:</b><br/>No official counts<br/>Presumably busiest section of corridor on Oak Street</p> | <p>Residential</p> <p>56' elevation gain west to east from 37<sup>th</sup> to 40<sup>th</sup> (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><b>VOLUME/SPEED:</b><br/><b>Westbound at 35<sup>th</sup>:</b><br/>2,604 vehicles/weekday;<br/>203 vehicles/hour average during peak hour<br/>Average speed: 27 mph<br/>85<sup>th</sup> % speed: 31 mph<br/><b>Eastbound at 40<sup>th</sup>:</b><br/>1,882 vehicles/weekday,<br/>138 vehicles/hour during peak hour<br/>Average speed: 26 mph;<br/>85<sup>th</sup> % 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><b>VOLUME/SPEED:</b><br/><b>Eastbound at 44<sup>th</sup>:</b><br/>1,385 vehicles/day;<br/>166 vehicles/hour average during peak hour<br/>Average speed: 21 mph;<br/>85<sup>th</sup> % speed: 25 mph<br/><b>Eastbound at 58<sup>th</sup>:</b><br/>2,044 vehicles/day;<br/>181 vehicles/hour during peak hour<br/>Average speed: 21 mph;<br/>85<sup>th</sup> % speed: 28 mph</p> |
| <b>Comparable Greenways</b><br>SE Clay Street, Portland<br>SE Ankeny Street, Portland<br>NE Hancock Street, Portland   | <b>Comparable Greenways</b><br>NE Going Street, Portland  | <b>Comparable Greenways</b><br>SE Bush at 136 <sup>th</sup> , Portland<br>SE Division at 87 <sup>th</sup> , Portland<br>NE Going at 33 <sup>rd</sup> , Portland   | <b>Comparable Greenways</b><br>NE Klickitat Street, Portland<br>SE Gladstone Street, Portland<br>NE Tillamook Street, Portland  | <b>Comparable Greenways</b><br>SW Maplewood Rd, Portland<br>SW Sunset Blvd, Portland<br>SE Woodward Street, Portland<br>SE Mill Street, Portland   |





