

















223rd Ave

HALSEY ST TO GLISAN ST

223rd Ave carries about 18,000 vehicles per day and has a posted speed limit of 35 mph.

Community members have raised **strong concerns about speeding and reckless driving**, and the corridor has experienced **a high number of crashes**—including rear-end, pedestrian, and bicycle crashes. **People walking and biking report feeling unsafe, particularly where bike lanes are unmarked or unclear at intersections and driveways.** **Buses crossing and stopping in the bike lane** also create conflicts for people biking. At the intersection with Glisan St, the right turn lanes are slip lanes which **increase turning speeds and create long unsafe crossings for pedestrians**, while two vehicle lanes must merge at once—adding further risk. Additional safety issues include **frequent angle crashes** at 223rd Ave and Park Ln, and an **unprotected bike lane** at 223rd Ave and Halsey St that is crossed by turning vehicles.



Corridor-wide Safety Concerns	Safety Improvement Options	Site Specific Recommendations
<i>Speeding</i>	 Speed safety camera enforcement	 Modify right turn lanes to slow turning speeds
	 Construct medians	 ADA improvements
	 Lower speed limit	 Lane extension lines
<i>Uncomfortable bike lanes</i>	 Separated/protected bicycle lane	 Roadway reconfiguration
<i>Indistinct bike lane crossings</i>	 Bicycle conflict striping	 Protected or protected/permissive LT phasing
<i>Buses block bike lane</i>	 Floating bus stops (bike lane behind bus stop)	 Dedicated bicycle signal phase
<i>Distant pedestrian crossings</i>	 Enhanced pedestrian crossings	
<i>Signalized intersection conflicts</i>	 See summary of safety improvement options for signalized intersections (on separate page)	