

**DRAFT**

# **City of Shoreline**

Ridgecrest Neighborhood Traffic Action Plan

*October 2, 2006*



## TABLE OF CONTENTS

<b>Introduction</b> .....	3
Ridgecrest neighborhood boundary, Figure 1 .....	4
<b>The Planning Process</b> .....	5
Neighborhood Traffic Action Plan Development Flowchart .....	7
<b>Neighborhood Traffic Issues</b> .....	8
Issues, by Street .....	8
Traffic-related Issues Summary .....	10
Pedestrian-related Issues Summary .....	11
Bike-related Issues Summary .....	12
Citizen Comment Locations Map .....	13
<b>Neighborhood Recommendations</b> .....	14
Recommendations, by Street .....	14
Traffic Recommendation Summary .....	22
Pedestrian Recommendation Summary .....	22
Bike Recommendation Summary .....	23
Neighborhood Plan Recommendations Map .....	24
Prioritized Project Recommendations, Traffic Projects .....	25
Prioritized Project Recommendations, Pedestrian Projects .....	25
<b>Implementation</b> .....	26
<b>Appendix</b> .....	27
Neighborhood Identified Concerns Table .....	28
Existing Pedestrian Facilities Map .....	47
Existing and Historic Traffic Safety Conditions Map .....	48
General Comments from July 29, 2006 Open House Survey .....	49

## INTRODUCTION

The Ridgecrest Neighborhood Traffic Action Plan is a cooperative effort between City staff and residents to develop a list of projects to improve safety, mobility and livability of the neighborhood. The process to develop the plan was designed to give residents an opportunity to actively work with the City to identify key transportation issues, evaluate potential solutions and develop a list of prioritized recommendations which could be used to guide both short and long term improvements to the neighborhood.

This planning effort was initiated by Shoreline City Council who recognized that neighborhood traffic issues are a primary concern for many residents. Understanding the impact that traffic can have on neighborhoods, the council directed Shoreline's Public Works Department to work with each of the City's 13 neighborhoods to develop a plan that would address neighborhood transportation issues specific to each community. The recommendations in the plan would then be used to guide future pedestrian and traffic improvements and could help identify potential mitigation measures for larger projects being planned in the city.

The North City and Ridgecrest neighborhoods were the first neighborhoods selected to work with the City to develop Neighborhood Traffic Action Plans. These neighborhoods were experiencing traffic impacts from two major projects in the area, the reconfiguration of 15<sup>th</sup> Avenue NE between NE 150<sup>th</sup> St and 175<sup>th</sup> St from four lanes to three and the North City Project.

The planning area for the Ridgecrest neighborhood is roughly bounded by I-5 on the west, NE 175<sup>th</sup> on the north, 15<sup>th</sup> Ave NE on the east, and NE 145<sup>th</sup> St on the south. Within the study area are Ridgecrest Elementary School, Paramount Park and Northcrest Park. The study area is shown in Figure 1.

The planning process commenced in spring 2005 and was completed in spring 2006. The City held two community meetings, inviting residents to come and identify specific issues or concerns they had regarding pedestrian and traffic safety issues. Residents used survey cards provided at the meetings to submit their input and concerns. The City also included concerns previously identified by the community through the City's Neighborhood Traffic Safety Program.

A Neighborhood Traffic Advisory Committee of volunteer residents from the neighborhood was created to work with the City to develop the plan. The City met several times with the Neighborhood Traffic Advisory Committee, Police and Fire department representatives and school district representatives to develop and prioritize recommendations. The preliminary recommendations were presented to the larger community at an Open House where final input was received.

The City has already completed some of the recommendations in the plan, and additional recommendations are scheduled for completion in 2006. Recommendations will be implemented on an on-going basis, as funding sources are identified. The Neighborhood

Action Plan is considered to be an active working plan, and the City recognizes that new issues and concerns will arise in the future. As a result, it is recommended that the plan be revisited periodically to update and revise recommendations as needed.

The following chapters of the plan include *Planning Process* which describes the process and timeline for developing the plan, *Neighborhood Traffic Issues* which identifies traffic issues by street and summarizes key traffic, pedestrian and bicycle issues, *Neighborhood Recommendations* which describe the specific recommendations by street and summarizes key traffic bicycle and pedestrian elements, and *Implementation* which identifies potential opportunities for funding projects identified in the plan. Additional supporting documentation may be found in the attached *Appendix*.

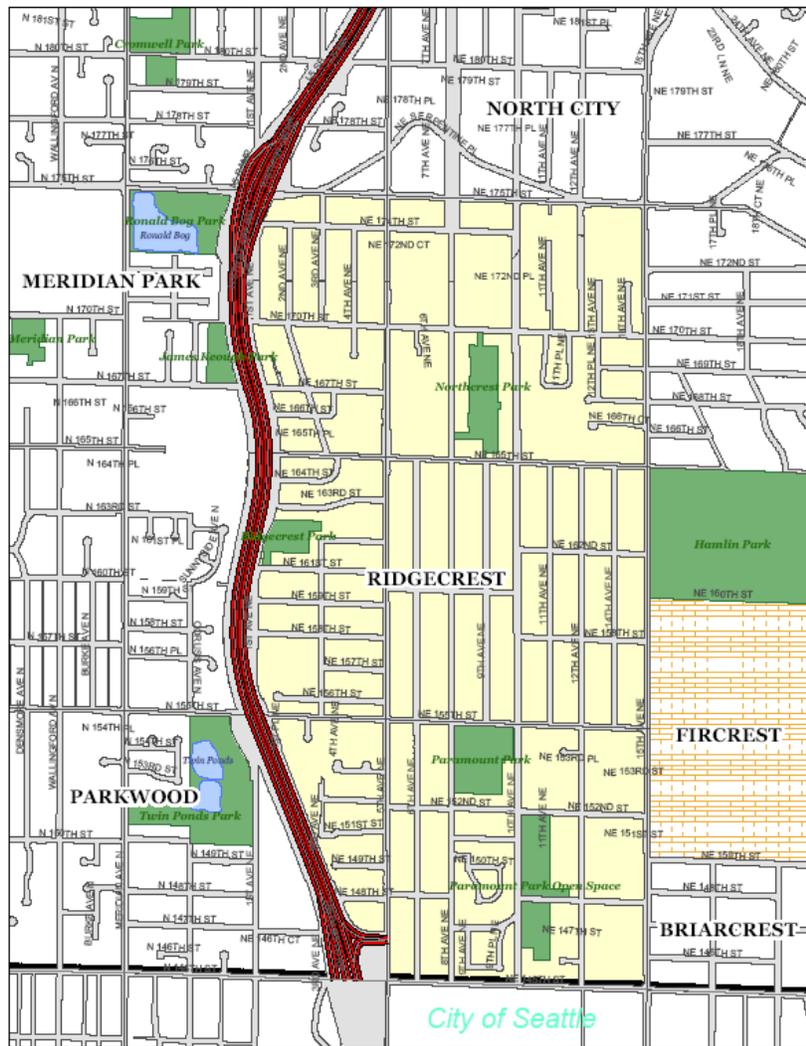


Figure 1: Ridgecrest Neighborhood Planning Area

## THE PLANNING PROCESS

The planning effort began with a joint North City and Ridgecrest Neighborhood Open House in the Spring 2005. City staff were available to talk about the Neighborhood Traffic Action Plan effort and to talk with residents about transportation issues. Residents were asked to fill out survey cards to identifying concerns they had regarding neighborhood traffic, pedestrian or bicycle safety.

Each issue was given an identification number and entered into an *Issues* matrix which would enable staff to track each response and future follow-up actions. City staff investigated the concerns that were identified. Solutions that required no additional community coordination were implemented, such as trimming vegetation or installing parking restrictions for improved visibility and safety.

In September 2005, a second North City and Ridgecrest community meeting was held to report back to the community on actions taken and to provide residents with an additional opportunity to identify issues they would like included in the planning effort. At this meeting, the City asked for volunteers to serve on a Neighborhood Traffic Advisory Committee to work with City staff to evaluate issues and develop recommendations for the plan.

The newly-formed Neighborhood Traffic Advisory Committee included 19 residents who participated in the development of the plan.

<b>Steering Committee Volunteers</b>		
Sam Bess	Kathleen Fleming	Sally Granger
Nicole Green	Patty Hale	Tiffany Hamilton
Bob Ibsen	Kira Ibsen	Alfredia Kenney
Doug Lancaster	Frank Moll	Nancy Morrison
Dick Nicholson	Christopher Pickert	Carl Riches
Dave Schleh	Michael L. Smith	Renee' Spangler
Alison Stallings		

Through a series of four meetings between January and March of 2006, City staff and the Advisory committee met to discuss key transportation issues, evaluate options and develop specific recommendations. Because of the geographic size of the combined North City and Ridgecrest neighborhoods, and the number of issues to be addressed, the planning area was divided into four sub-areas, North City east, North City west, Ridgecrest east, and Ridgecrest west. The advisory committee then divided into four working groups, with each group giving particular focus to one of the sub-planning areas.

City staff developed preliminary recommendations for the advisory group to consider and provided additional information on alternative tools, techniques and strategies that might typically be used to address various types of traffic related concerns. City staff discussed the

importance of looking at a variety of approaches when developing solutions, in particular focusing on the three E's of problem solving: Engineering, Education, and Enforcement. Representatives from the Shoreline Police Department and Fire Department were at the meetings to answer questions and provide additional input.

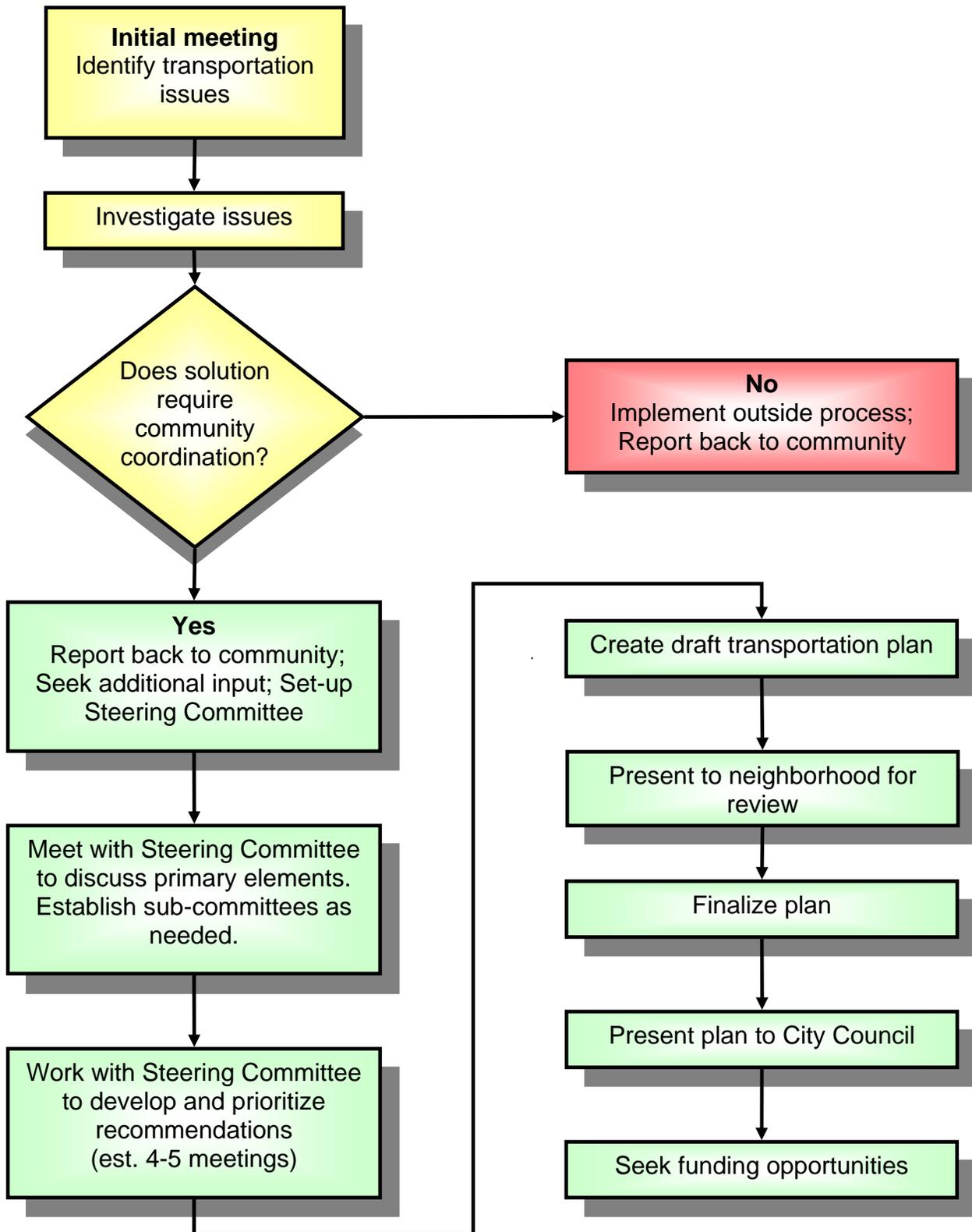
After the four working groups had developed preferred recommendations for their sub-area, these recommendations were combined to create the preliminary plan. Committee members ranked each identified project as a high, medium, or low priority for the neighborhood. The recommendations were then separated by neighborhood to form individual plans for the North City and Ridgecrest Neighborhoods.

On June 29th, 2006, a community open house was held at the Tabernacle Baptist Church to present the proposed Neighborhood Plan recommendations and solicit input from the broader community. City staff and advisory committee members were available to answer questions and explain the planning process. Attendees were asked to fill out a questionnaire to determine the level of community support for the recommendations developed in the plan. Results of the surveys showed that nearly 60% of those that filled out the survey indicated that they supported the plan.

<b>June 29, 2006 Open House Survey Results</b>	
Attendees	33
Surveys completed/returned	22
"Strongly supported"	9
"Somewhat supported"	4
"No opinion"	5
"Somewhat opposed"	1
"Strongly opposed"	3

Based on input received from the open house, minor changes and additional recommendations were incorporated into the plan. This document represents a draft of the final Neighborhood Action Plan for Ridgecrest. The plan will be presented to the City Council for approval.

## NEIGHBORHOOD TRAFFIC ACTION PLAN DEVELOPMENT



## **RIDGECREST NEIGHBORHOOD TRAFFIC ISSUES**

Ridgecrest residents filled out survey cards available at community meetings to identify concerns that they had regarding neighborhood traffic issues, along with pedestrian and bicycle safety issues. In addition, City Staff included historical concerns identified by residents through the city's Neighborhood Traffic Safety Program which works with residents to address neighborhood traffic safety concerns. The following section presents the issues, listed by street, identified by residents.

### **3<sup>rd</sup> Ave NE (155<sup>th</sup> St to 161<sup>st</sup> St)**

- Motorists not obeying existing stop signs at NE 158<sup>th</sup> St, NE 159<sup>th</sup> St and NE 161<sup>st</sup> St

### **5<sup>th</sup> Ave NE (NE 165<sup>th</sup> to NE 175<sup>th</sup> St – Arterial route)**

- Speeding along arterial route particularly between NE 165<sup>th</sup> St and NE 175<sup>th</sup> St
- Too much traffic on 5<sup>th</sup> Ave NE
- Difficult to make left turn from 5<sup>th</sup> Ave NE at NE 175<sup>th</sup> St during peak hours
- Difficult for pedestrians and motorists trying to cross 5<sup>th</sup> Ave at NE 174<sup>th</sup> St to see vehicles traveling northbound on 5<sup>th</sup> Ave NE
- Motorists parking in restricted areas near NE 167<sup>th</sup> St making it difficult to back out of driveway

### **8<sup>th</sup> Ave NE (NE 145<sup>th</sup> St to NE 175<sup>th</sup> St)**

- Speeding
- Cut-through traffic
- Pedestrian safety
- Lack of sidewalks, particularly accessing Paramount and Northcrest Parks.
- Pedestrian crossing concerns at marked crosswalk at NE 155<sup>th</sup> St

### **9<sup>th</sup> Ave NE (NE 155<sup>th</sup> St to 165<sup>th</sup> St)**

- Speeding (request for circle at NE 160<sup>th</sup>)

### **10<sup>th</sup> Ave NE (NE 155<sup>th</sup> St to 175<sup>th</sup> St)**

- Speeding
- Increased volume since 15<sup>th</sup> Ave NE converted to three lanes
- Lack of sidewalks particularly access Elementary School and Parks.
- Long wait for traffic signal at 10<sup>th</sup> Ave NE and NE 175<sup>th</sup> St
- Request for crosswalk across 10<sup>th</sup> Ave NE at NE 162<sup>nd</sup> St
- Vegetation limiting visibility for 10<sup>th</sup> Ave traffic turning onto NE 155<sup>th</sup> St
- Request for all-way stop at NE 170<sup>th</sup> St
- Remove centerline on 10<sup>th</sup> to promote lower speeds
- Difficult to see edge of roadway during dark and rainy conditions

### **11<sup>th</sup> Ave NE (NE 155<sup>th</sup> St to 165<sup>th</sup> St)**

- Vegetation and parked cars limit visibility at NE 155<sup>th</sup> St, NE 158<sup>th</sup> St and NE 162<sup>nd</sup> St
- Speeding
- Cut-through traffic

### **12<sup>th</sup> Ave NE**

- Restricted visibility at NE 148<sup>th</sup> St, for north / south traffic due to grade, of particular concern if pedestrians are waiting on corner
- Lack of pedestrian landings at existing traffic circle at NE 152<sup>nd</sup> St
- Existing traffic circle at NE 152<sup>nd</sup> St is not centered. Some motorists going around on the wrong side
- Speeding traffic between NE 170<sup>th</sup> St and NE 175<sup>th</sup> St
- Missing speed limit sign at N 170<sup>th</sup> St

### **15<sup>th</sup> Ave NE (Arterial route)**

- Believe that conversion of 15<sup>th</sup> Ave NE between NE 150<sup>th</sup> St and NE 171<sup>st</sup> St has increased traffic volumes on neighborhood streets
- Lack of sidewalk on east side of 15<sup>th</sup> Ave NE from NE 155<sup>th</sup> St to 165<sup>th</sup> St
- Existing in pavement lights for crossing at NE 170<sup>th</sup> St not adequate, would like pedestrian signal
- Motorists running red light at NE 165<sup>th</sup> St
- Long wait at signal for traffic turning from NE 165<sup>th</sup> St to 15<sup>th</sup> Ave NE

### **NE 155<sup>th</sup> St (Arterial route)**

- Speeding
- Difficult for pedestrians to cross at 2<sup>nd</sup> PI NE where bus stops are located
- Improve existing marked crosswalks at 8<sup>th</sup> and 10<sup>th</sup> Ave NE adjacent to Paramount Park

### **NE 158<sup>th</sup> St (1<sup>st</sup> Ave NE to 3<sup>rd</sup> Ave NE)**

- Cut-through traffic

---

**NE 165<sup>th</sup> St (5<sup>th</sup> Ave NE to 15<sup>th</sup> Ave NE - Arterial route)**

- Speeding
- Cars parked on both sides of NE 165<sup>th</sup> St between 6<sup>th</sup> and 8<sup>th</sup>, makes the street too narrow
- Missing sidewalk segments on both sides make it difficult for pedestrians to walk on NE 165<sup>th</sup> St between 10<sup>th</sup> Ave NE and 5<sup>th</sup> Ave NE without crossing street several times
- Missing pedestrian landings and curb ramps on the NW corners at both 8<sup>th</sup> Ave NE and 10<sup>th</sup> Ave NE

**NE 167<sup>th</sup> St (5<sup>th</sup> Ave NE to 3rd Ave NE)**

- Speeding

**NE 170<sup>th</sup> St (3<sup>rd</sup> Ave NE to 15<sup>th</sup> Ave NE)**

- Speeding
- Cut-through traffic
- Pedestrian safety concerns due to lack of sidewalks
- Vegetation restricting visibility on NW corner of NE 170<sup>th</sup> and 15<sup>th</sup> Ave NE
- Lack of street lighting

**NE 174<sup>th</sup> St (3<sup>rd</sup> Ave NE to 8<sup>th</sup> Ave NE)**

- Speeding both east and west of 5<sup>th</sup> Ave NE
- Cut-through traffic between 8<sup>th</sup> Ave NE and 5<sup>th</sup> Ave NE
- Heavy library traffic and parking both sides of NE 174<sup>th</sup> St at 4<sup>th</sup> Ave NE. Improve crossing for pedestrians.

**NE 175<sup>th</sup> St (Arterial route)**

- Signal timing causing delay at I-5 intersection, and on 10<sup>th</sup> Ave NE.

---

The issues identified by the community are shown on the *Citizen Comment Locations* map, following the summaries below.

---

### **Traffic-related Issues Summary**

Concerns of high traffic speed and cut-through traffic were identified for several local streets throughout the Ridgecrest neighborhood. Residents along many of these streets, such as 8<sup>th</sup> Ave NE, 11<sup>th</sup> Ave NE, 12<sup>th</sup> Ave NE, and 14<sup>th</sup> Ave NE, have been participating in the city's Neighborhood Traffic Safety Program for the past few years in an effort to address these issues. Some residents believe traffic is generated by motorists avoiding 15<sup>th</sup> Ave NE.

Concerns of speeding and high-volume were raised along NE 170<sup>th</sup> St, particularly between 15<sup>th</sup> Ave NE and 5<sup>th</sup> Ave NE. This street appears to be used by motorists to avoid the traffic signals on NE 175<sup>th</sup> St at 15<sup>th</sup> Ave NE and at 10<sup>th</sup> Ave NE.

Traffic speeds were also identified as concerns on the following arterial routes and higher volume neighborhood streets. Traffic speeds and volumes on these streets contributed to residents concerns of pedestrian safety along these routes.

- 5<sup>th</sup> Ave NE between NE 165<sup>th</sup> St and NE 175<sup>th</sup> St
- NE 155<sup>th</sup> St between 1<sup>st</sup> Ave NE and 15<sup>th</sup> Ave NE
- 10<sup>th</sup> Ave NE north of NE 175<sup>th</sup> St
- NE 165<sup>th</sup> St between 5<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE

The change of the lane configuration on 15<sup>th</sup> Ave NE between NE 150<sup>th</sup> St and NE 175<sup>th</sup> St from four lanes to three generated several comments. Some residents support the change believing that it has helped to slow traffic and improve safety along 15<sup>th</sup> Ave NE. Other residents do not support the change stating that it has made it more difficult to turn off or onto 15<sup>th</sup> Ave NE during peak commute times due to fewer gaps in traffic and has diverted more traffic onto neighborhood streets.

### **Pedestrian-related Issues Summary**

Pedestrian safety is a primary concern for many residents. In particular, residents' concerns about the lack of sidewalks or pedestrian facilities were coupled with concerns of high traffic speeds and volume. The lack of sidewalks to Ridgecrest Elementary School and Paramount Park were key pedestrian concerns. 10<sup>th</sup> Ave NE, NE 165<sup>th</sup> St and NE 170<sup>th</sup> St were all identified as needing sidewalks to improve access for students walking to school.

10<sup>th</sup> Ave NE and 8<sup>th</sup> Ave NE are both key pedestrian routes to access Paramount Park. Residents identified traffic speeds and the lack of sidewalks as a concern for pedestrian safety.

Traffic speeds, volume and the lack of sidewalks on NE 170<sup>th</sup> St, particularly between 5<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE were also identified as a pedestrian safety issue. NE 170<sup>th</sup> St is an important pedestrian route providing a connection to 10<sup>th</sup> Ave NE and Ridgecrest Elementary School, as well as access to Northcrest Park.

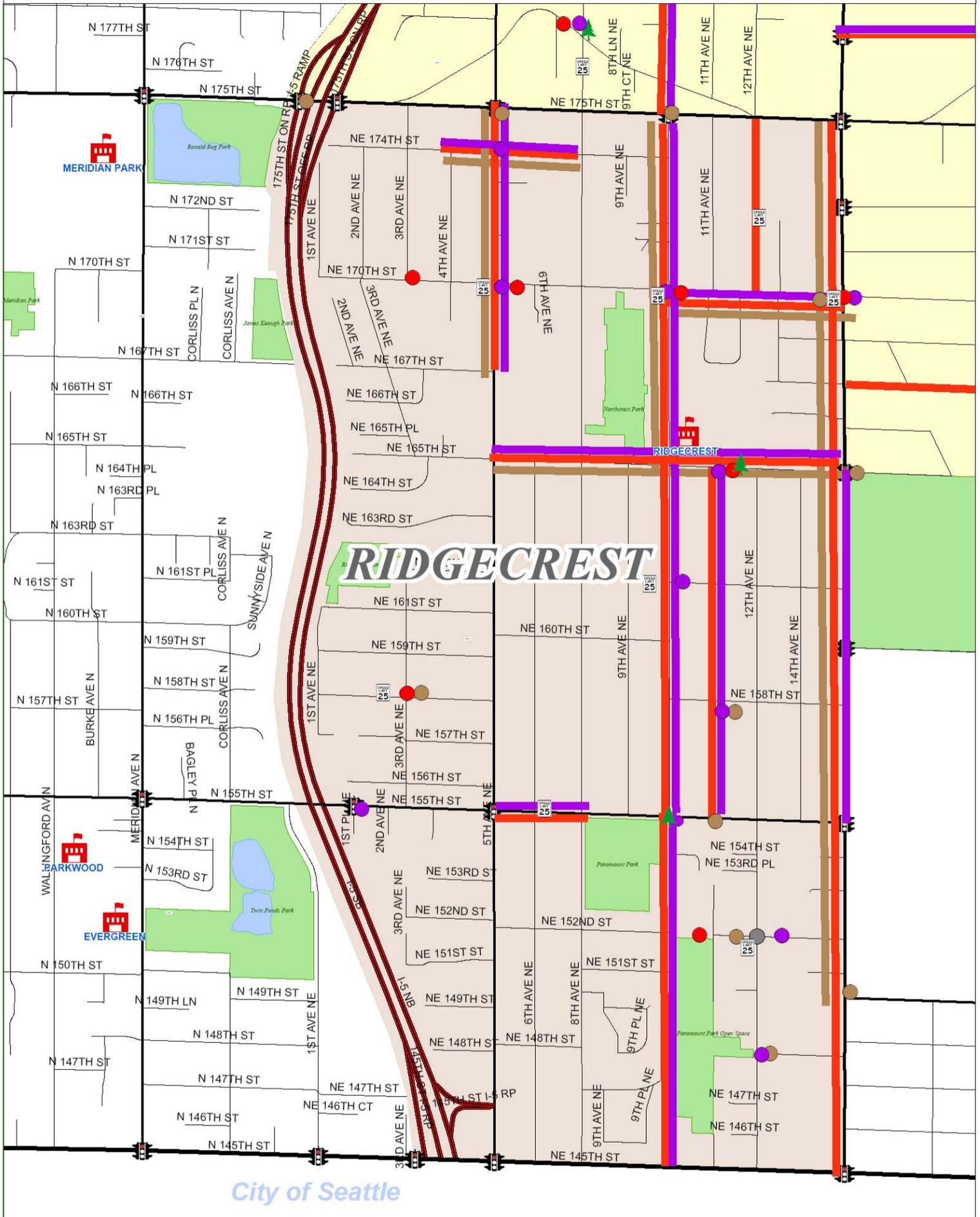
Residents identified four important pedestrian crossings as needing enhancements to improve pedestrian access. The pedestrian crossings on NE 155<sup>th</sup> St at 8<sup>th</sup> Ave NE and 10<sup>th</sup> Ave NE provide direct access to Paramount Park and were identified as key crossings. Similarly the intersection of 15<sup>th</sup> Ave NE and NE 170<sup>th</sup> St was identified as needing additional improvements to assist pedestrians crossing. Although this location currently has a marked crosswalk with in-pavement pedestrian crossing lights, some residents have requested that a full signal be installed. In addition the unmarked crossing on NE 155<sup>th</sup> St at 3<sup>rd</sup> Ave NE was identified as needing enhancements to improve pedestrian access to transit stops.

### **Bike-related Issues Summary**

Relatively few bicycle issues were identified by residents during through the planning process. However, residents identified traffic speeds on both 10<sup>th</sup> Ave NE and NE 170<sup>th</sup> St as a concern for cyclists using these streets.

**SHORELINE**  
Geographic Information System

**RIDGECREST**  
Neighborhood Traffic Action Plan - Citizen Comment Locations



**Legend**

School	Signage
Existing Calming Device	Vegetation
Full Signal Control	Speed / Cut-Through (Street or Intersection)
Open Water	Pedestrian / Bicycle (Street or Intersection)
Park	Other (Street or Intersection)

0 0.15 0.3 Miles

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Plot date: January 2006

## RIDGECREST NEIGHBORHOOD RECOMMENDATIONS

The following section presents the recommendations, listed by street, developed for the Ridgecrest neighborhood. The rationale and details for various recommendations is included. Summaries for traffic, pedestrian and bicycle recommendations follow at the end of this section, along with the *Neighborhood Plan Recommendations* map illustrating the plan recommendations. A *Neighborhood Identified Concerns* table detailing the complete list of issues identified through the resident's survey cards along with the corresponding plan recommendation is located in the *Appendix*.

### 3<sup>rd</sup> Ave NE (NE 158<sup>th</sup> St, NE 159<sup>th</sup> St, and NE 161<sup>st</sup> St)

#### *Recommendations*

- **Install stop bars at NE 158<sup>th</sup> St, NE 159<sup>th</sup> St, and NE 161<sup>st</sup> St**
- **Police enforcement**

3<sup>rd</sup> Ave NE between NE 155<sup>th</sup> St and NE 161<sup>st</sup> St is a non-arterial neighborhood street. Residents report that motorists fail to stop at the existing stop signs posted at the intersections of NE 158<sup>th</sup> St, NE 159<sup>th</sup> St and NE 161<sup>st</sup> St.

The installation of 16 inch stop bars at the three intersections will help to increase driver awareness of the required stops and may encourage greater compliance.

Traffic circles can also be an effective tool for increasing driver awareness at intersections and reducing the risk of collisions. A series of traffic circles along 3<sup>rd</sup> Ave NE may also help to reduce speeds on this route. Circles could be considered at a later date for any or all three intersections if there is strong support by the nearby residents.

### 5<sup>th</sup> Ave NE

#### *Recommendations*

- **Police enforcement**
- **Post radar speed display trailers**
- **Resynchronize signals on NE 175<sup>th</sup> St**
- **Restrict parking on at NE 174<sup>th</sup> St at southwest corner**
- **Construct curb bulbs at marked crosswalk at NE 170<sup>th</sup> St and re-stripe crosswalk.**

5<sup>th</sup> Ave NE is classified as a minor arterial street and is one of the primary access routes through the Ridgecrest Neighborhood. Concerns were expressed regarding heavy traffic volumes, particularly between NE 165<sup>th</sup> St and 175<sup>th</sup> St. Traffic studies show that 5<sup>th</sup> Ave NE currently carries approximately 7,500 cars per day, which is anticipated for this

classification of street. However, volumes may be reduced with the completion of the North City project in 2006.

Residents expressed concerns of high speeds. Because 5<sup>th</sup> Ave NE is a minor arterial, physical traffic calming devices such as traffic circles, and speed humps would not be appropriate and might encourage motorists to bypass these devices by utilizing non-arterial neighborhood streets. Working with the Police Department to provide additional enforcement, and using radar speed display trailers to increase driver awareness of traffic speeds, can help to encourage slower speeds without redirecting traffic to non-arterial neighborhood streets.

Residents commented that the wait time for 5<sup>th</sup> Ave NE to receive a green light at the signal at NE 175<sup>th</sup> St was too long, and on the difficulty for motorists attempting to make a left turn at the signal onto NE 175<sup>th</sup> St due to oncoming traffic volumes. While the signal timing at this intersection is set to accommodate the higher traffic volumes on NE 175<sup>th</sup> St, particularly during peak commute times, the signal coordination has been revised to make it more responsive to 5<sup>th</sup> Ave during non-peak hours. Once the North City project is complete, the signals along NE 175<sup>th</sup> St will be resynchronized to respond to final traffic conditions.

Residents noted difficulty for both vehicles and pedestrians crossing 5<sup>th</sup> Ave NE at NE 174<sup>th</sup> St. There is a marked crosswalk on the south leg of the intersection crossing 5<sup>th</sup> Ave NE. Parking restrictions at the northeast corner and bus zones on the northwest and southeast corners currently help to maintain visibility. In response to this concern, parking was restricted for 30 feet on the southwest corner to improve visibility at the intersection and assist pedestrians and motorists crossing 5<sup>th</sup> Ave NE.

To address concerns of theater patrons parking in restricted areas on 5<sup>th</sup> Ave NE near N 167<sup>th</sup> St and causing difficulty for residents exiting their driveway, the city trimmed vegetation which may have partially obstructed visibility of parking restriction signing, updated parking restriction signing, and provided additional Police enforcement to discourage motorists from violating existing restrictions.

Construct bulb outs into 5<sup>th</sup> Ave NE at the existing marked crosswalk at NE 170<sup>th</sup> St, to enhance the crossing and improve visibility for pedestrians.

### **8<sup>th</sup> Ave NE (NE 145<sup>th</sup> St to NE 175<sup>th</sup> St)**

#### ***Recommendation:***

- **Speed enforcement**
- **Post radar speed display trailer**
- **Install 25MPH pavement legends**
- **Install sidewalk both sides between NE 155<sup>th</sup> St to N 160<sup>th</sup> St**

- **Install in pavement lights and overhead beacon for crosswalk at NE 155<sup>th</sup> St (High priority)**

To encourage lower speeds along 8<sup>th</sup> Ave NE between NE 145<sup>th</sup> St and NE 155<sup>th</sup> St various traffic-calming tools and techniques were considered including traffic circles and street narrowing treatments. The preferred option was to attempt a combination of less restrictive measures as a first course, before installing physical devices. These measures include: working with the Police Department to provide additional speed enforcement, enhancing speed limit signing and installing 25MPH pavement markings to raise driver awareness of legal speed limit, and using radar speed display trailers to increase driver awareness of traffic speeds.

Other options which were considered include installation of traffic circles at NE 148<sup>th</sup> St and at NE 152<sup>nd</sup> St, and installing curb and sidewalk to reduce the street width and enhance pedestrian access. Circles have been successfully used at other locations to reduce speeds and improve intersection safety. The community should consider these options at a later date if initial efforts are not effective at adequately reducing speeds, and if there is strong support by the surrounding residents.

To address speed concerns along the remaining portion of 8<sup>th</sup> Ave NE, the recommendation was similar to that for the segment between NE 145<sup>th</sup> St and NE 155<sup>th</sup> St using a combination the less restrictive measures of Police enforcement, speed limit signing and 25MPH pavement markings to encourage lower speeds, before installing physical devices. Potential locations for future traffic circle installations include 8<sup>th</sup> Ave NE and NE 160<sup>th</sup> St as well as 8<sup>th</sup> Ave NE and N 170<sup>th</sup> St.

To enhance pedestrian safety at the existing marked crosswalk at NE 155<sup>th</sup> St which provides a direct connection to Paramount Park, the city will work the Ridgecrest Traffic Advisory Committee to evaluate the possible installation of in-pavement flashing lights and an overhead flashing beacon. Improving safety at this crosswalk is considered a high priority.

### **9<sup>th</sup> Ave NE (NE 155<sup>th</sup> St to NE 165<sup>th</sup> St)**

#### ***Recommendations***

- **Police Enforcement**
- **Install 25MPH pavement markings**

Similar to 8<sup>th</sup> Ave NE, the preferred recommendation for addressing speed issues is to start with less restrictive measures before installing physical devices. Additional Police enforcement and installation of 25MPH pavement legends on the street may help to reduce traffic speeds by educating drivers and increasing awareness of the legal speed limit.

A traffic circle at NE 160<sup>th</sup> St could also help to reduce traffic speeds and could be considered at a future date if strongly supported by the community.

## **10<sup>th</sup> Ave NE (NE 155<sup>th</sup> St to NE 175<sup>th</sup> St)**

### ***Recommendations***

- **Police enforcement**
- **Post radar display trailer**
- **Install sidewalks on both sides between NE 155<sup>th</sup> St and NE 175<sup>th</sup> St (High priority segments: east side NE 167<sup>th</sup> St to NE 175<sup>th</sup> St, and west side NE 158<sup>th</sup> St to NE 162<sup>nd</sup> St)**
- **Trim vegetation NE 155<sup>th</sup> St at 10<sup>th</sup> Ave NE**
- **Remove centerline on 10<sup>th</sup> Ave NE between NE 155<sup>th</sup> St and NE 165<sup>th</sup> St**
- **Install pavement edge lines on west side between NE 165<sup>th</sup> and 175<sup>th</sup>**
- **Install overhead beacon for existing marked crosswalk at NE 155<sup>th</sup> St (medium to high priority)**

10<sup>th</sup> Ave NE is a neighborhood collector arterial, with a posted speed limit of 30MPH. Residents have raised concern with traffic speeds and volume on this street. The City is currently evaluating arterial streets and developing a policy for speed limits. Changes to the posted speed limit on 10<sup>th</sup> Ave NE may be considered after policy approval by City Council.

At this time, Police enforcement and use of the radar speed display trailer may help to reduce traffic speeds by educating drivers and increasing awareness of the legal speed limit.

In addition, the installation of sidewalk on 10<sup>th</sup> Ave NE will help to narrow the street width and reduce speeds, as well as improving pedestrian access to Ridgecrest Elementary School, Paramount Park, and Northcrest Park. Installation of sidewalk on the east side of 10<sup>th</sup> Ave NE between NE 167<sup>th</sup> St and NE 175<sup>th</sup> St, and the west side between NE 158<sup>th</sup> St and NE 162<sup>nd</sup> St are considered high priority segments.

Installation of edge lines on west side between NE 175<sup>th</sup> and NE 165<sup>th</sup> may also encourage lower speeds by visually narrowing the street and will guide motorists during dark or rainy periods.

Although an all-way stop was requested for the intersection of NE 170<sup>th</sup> St, traffic evaluation indicates that it would not be appropriate based on the comparative volumes on NE 170<sup>th</sup> St in respect to 10<sup>th</sup> Ave NE. As an alternative to help reduce traffic speeds and improve intersection safety, installation of a traffic circle is recommended for this intersection.

To enhance pedestrian safety at the existing marked crosswalk at NE 155<sup>th</sup> St which provides a direct connection to Paramount Park, the city will work with the Ridgecrest Neighborhood Traffic Advisory committee to evaluate the possible installation of an overhead flashing beacon. Improving safety at this crosswalk is considered a high priority.

In response to reports of delay at the signal at NE 175<sup>th</sup> St, the signal coordination has been revised to make it more responsive to 10th Ave NE during non-peak hours. The signal timing will be resynchronized after North City project is complete.

### **11<sup>th</sup> Ave NE (NE 155<sup>th</sup> St to NE 165<sup>th</sup> St)**

#### ***Recommendations***

- **Install parking restrictions at NE 155<sup>th</sup> St and NE 158<sup>th</sup> St (Completed)**
- **Trim Vegetation from Stop sign at NE 162<sup>nd</sup> St (Completed)**
- **Install speed limit signs**
- **Install 25MPH pavement marking**

To address concerns of restricted visibility, parking restrictions were installed near the corners of NE 155<sup>th</sup> St and NE 158<sup>th</sup> St to increase visibility. In addition, vegetation was trimmed to improve visibility of stop sign on 11<sup>th</sup> Ave NE at 162<sup>nd</sup> St.

Residents have also raised concerns with traffic speed and have participated in the City's Neighborhood Traffic Safety Program. After considering the use of physical devices, it was determined that the preferred option was to use less restrictive treatments which include the installation of speed limit signs and 25MPH pavement markings to increase driver awareness of the legal speed limit.

The use of traffic circles were considered, however the preferred option was not to impede traffic and to avoid impacts to emergency response vehicles. The installation of an all-way stop was also considered for both intersections. An evaluation of traffic volumes and collision history indicated that all-way stops were not appropriate for these intersections at this time.

### **12<sup>th</sup> Ave NE**

#### ***Recommendations***

- **Install center approach line at NE 148<sup>th</sup> St**
- **Install traffic circle with raised corner treatments at NE 148<sup>th</sup> St**
- **Install raised corner treatments at existing traffic circle at NE 152<sup>nd</sup> St**
- **Install speed limit signs**
- **Install 25MPH pavement markings**

The steep grade at the intersection of NE 148<sup>th</sup> St reduces visibility of approaching traffic in the north and southbound direction. Residents report that this is of particular concern when pedestrians are standing near the roadway. Installation of a center approach line on 12<sup>th</sup> Ave NE both north and south of the intersection will help to guide motorist to the right side of the roadway reducing the risk of conflict with oncoming vehicles.

In addition, the installation of a traffic circle would help to reduce speeds through the intersection and improve safety. It is recommended that raised curb treatments at the corners be constructed with the traffic circle to provide a buffer for pedestrians and enhance the effectiveness of a traffic circle. Installation of a traffic circle would need to have strong support from the surrounding residents.

There is currently a traffic circle at the intersection of NE 152<sup>nd</sup> St. Residents have expressed concern with the speed and direction that some motorists travel around the circle. The installation of raised corner treatments particularly on the northwest and southeast corners, may help to encourage proper movement around the circle further reduce speeds.

Similar to 11<sup>th</sup> Ave NE the preferred option for addressing speed issues on 12<sup>th</sup> Ave NE between NE 155<sup>th</sup> and NE 165<sup>th</sup> St was to use less restrictive treatments which include the installation of speed limit signs and 25MPH pavement markings to increase driver awareness of the legal speed limit. The intersections of NE 158<sup>th</sup> St and NE 162<sup>nd</sup> St were evaluated for possible installation of an all-way stop. However based on the characteristics of these intersections, it was determined that all-way stops were not appropriate at this time.

Residents had reported a lack of speed limit signing on 12<sup>th</sup> Avenue between NE 170<sup>th</sup> St and NE 175<sup>th</sup> St. Field investigations showed that a speed limit sign was posted near NE 175<sup>th</sup> St, but not at NE 170<sup>th</sup> St. This sign has now been installed.

### **15<sup>th</sup> Ave NE (Arterial route)**

#### ***Recommendations***

- **Police Enforcement**
- **Radar Display Trailers**
- **Install sidewalk east side between NE 155<sup>th</sup> St & NE 165<sup>th</sup> St**

To encourage lower speeds, work with Police on additional speed enforcement and use radar speed display to increase driver awareness.

Install missing segment of sidewalk on east side of 5<sup>th</sup> Ave NE from NE 155<sup>th</sup> St to NE 165<sup>th</sup> St to enhance pedestrian access.

### **NE 155<sup>th</sup> St (Arterial route)**

#### ***Recommendations***

- **Police Enforcement**
- **Radar Display Trailers**

To encourage lower speeds, work with Police on additional speed enforcement and use radar speed display to increase driver awareness.

---

### NE 158<sup>th</sup> St (1<sup>st</sup> Av NE to 3<sup>rd</sup> Av NE)

#### *Recommendations*

- **Education effort**
- **Full closure**

Resident reports of inappropriate use of NE 158<sup>th</sup> St between 1<sup>st</sup> Ave NE and 3<sup>rd</sup> Ave NE by motorists trying to avoid steep grade on NE 159<sup>th</sup> St. Residents should work with surrounding neighbors to increase awareness of safety issue through educational efforts. If educational efforts are not successful, access restrictions such as closure of 1<sup>st</sup> Ave NE between 158<sup>th</sup> and NE159th St could be investigated to discourage cut-through traffic. This action would require strong support from surrounding residents.

### NE 165<sup>th</sup> St (5<sup>th</sup> Ave NE to NE 15<sup>th</sup> St - Arterial route)

#### *Recommendations*

- **Police Enforcement**
- **Post radar display trailer**
- **Maintain parking on both sides**
- **Install curb bulbs at 10<sup>th</sup> Ave NE and 12<sup>th</sup> Ave NE**
- **Construct landing on the NW corner of 8<sup>th</sup> Ave NE (High priority)**
- **Install missing sidewalk on north side between 9<sup>th</sup> Ave NE & 10<sup>th</sup> Ave NE (high priority)**

NE 165<sup>th</sup> St is classified as a collector arterial street. Work with Police on additional enforcement and use radar display to increase driver awareness and reduce traffic speeds. Street width is currently 32'. Removal of parking will create a wider effective roadway width and may result in increased speeds. Maintain parking both sides will help to encourage lower speeds.

To enhance pedestrian safety, install sidewalks on north side between 9<sup>th</sup> Ave NE and 10<sup>th</sup> Ave NE, and construct pedestrian landing on the NW corner of NE 165<sup>th</sup> and 10<sup>th</sup> Ave NE. In addition, construct curb bulbs on the north side of NE 165<sup>th</sup> at 11<sup>th</sup> Ave NE to improve visibility and shorten crossing for existing school crosswalk NE.

### NE 170<sup>th</sup> St

#### *Recommendations*

- **Install traffic circles at 2<sup>nd</sup> Ave NE (low priority)**
- **Install traffic circles at 4<sup>th</sup> Ave NE (low priority)**
- **Install traffic circles at 11<sup>th</sup> Ave NE (high priority)**
- **Install traffic circles at 13<sup>th</sup> Ave NE (high priority)**

- **Install sidewalk on both sides between 10<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE (south side high priority)**

Residents report that NE 170<sup>th</sup> St is used by motorists to travel between 15<sup>th</sup> Ave NE and 5<sup>th</sup> Ave NE to avoid traffic signals on NE 175<sup>th</sup> St, and are concerned about high speeds and volume. There are existing stop signs on NE 170<sup>th</sup> at 5<sup>th</sup> Ave NE, 8<sup>th</sup> Ave NE, 10<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE. Installation of traffic circles at Install at 11<sup>th</sup> Ave NE and 13<sup>th</sup> Ave NE may help to reduce speeds and discourage cut through traffic. These traffic circles are considered high priority.

Residents have also expressed concerns about traffic speeds on NE 170<sup>th</sup> between 5<sup>th</sup> Ave NE and 1<sup>st</sup> Ave NE. Installation of traffic circles may help to reduce speeds along this segment.

To increase pedestrian access to Ridgecrest Elementary School and Northcrest Park install walkway on the north side of NE 170<sup>th</sup> St between 15<sup>th</sup> Ave NE and 5<sup>th</sup> Ave NE

### **NE 174<sup>th</sup> St (3<sup>rd</sup> Ave NE to 8<sup>th</sup> Ave NE)**

#### ***Recommendations***

- **Coordinate resident participation in NTSP between 5<sup>th</sup> Ave NE and 8<sup>th</sup> Ave NE**
- **Restrict parking adjacent to library parking lot entrance at 4<sup>th</sup> (completed)**
- **Restrict parking on 5<sup>th</sup> Ave NE at southwest corner (Completed)**

Residents between 5<sup>th</sup> Ave NE and 8<sup>th</sup> Ave NE report concerns of high speed and cut through traffic, and have expressed interest in the City's Neighborhood Traffic Safety Program (NTSP). Encourage and assist residents in participating in the NTSP to more effectively evaluate concern and develop appropriate solutions.

To improve safety for pedestrians crossing NE 174<sup>th</sup> St at 4<sup>th</sup> Ave NE to access the library, install parking restrictions to improve visibility.

To enhance the marked pedestrian crosswalk at 5<sup>th</sup> Ave NE and NE 174<sup>th</sup>, and improve visibility for both motorists and pedestrians, install parking restriction on SW corner.

### **NE 175<sup>th</sup> St (Arterial route)**

#### ***Recommendation***

- **Resynchronize signal timing after North City project is complete.**

---

### **Traffic Recommendation Summary**

Reducing speeds and cut-through traffic on local streets are key priorities for the neighborhood. A combination of enforcement, education and engineering efforts are recommended to address these issues. The Ridgecrest Neighborhood Traffic Advisory Committee strongly support implementing enforcement and educational efforts before installing physical devices such as traffic circles for many local streets such as 8<sup>th</sup> Ave NE, 9<sup>th</sup> Ave NE, 11<sup>th</sup> Ave NE and 12<sup>th</sup> Ave NE. If these efforts do not prove effective then the community should consider the installation of traffic circles at key intersections to further reduce speeds. Installation of physical devices would require strong support by the adjacent residents.

NE 170<sup>th</sup> St between 15<sup>th</sup> Ave NE and 10<sup>th</sup> Ave NE is of particular concern to residents. To discourage cut-through traffic and reduce traffic speeds along this route, traffic circles should be installed at 13<sup>th</sup> Ave NE and 11<sup>th</sup> Ave NE.

Traffic speeds along 10<sup>th</sup> Ave NE are also a key concern for Ridgecrest residents. Residents had requested the installation of an all-way stop at NE 170<sup>th</sup> to help slow traffic. However, traffic studies showed that an all-way stop was not appropriate for this intersection. As an alternative, the city conducted a traffic circle demonstration project at the intersection and found that the temporary circle reduced speeds by over five miles an hour. As a result, a permanent traffic circle is recommended for this intersection.

Residents also reported concerns of cut-through traffic due to the timing of signals along NE 175<sup>th</sup> St and on 5<sup>th</sup> Ave NE. The timing of some of these signals had been adjusted to accommodate construction traffic during the North City project. To enhance traffic flow along these arterial routes and to discourage use of local streets, these signals will be resynchronized at the completion of the project.

The reconfiguration of 15<sup>th</sup> Ave NE from four lanes to three is an important and divisive issue for the neighborhood. This plan recognizes that Shoreline City Council is actively monitoring this issue and will be determining the final configuration of this route.

### **Pedestrian Recommendation Summary**

Improvement to Ridgecrest's pedestrian environment is a high priority. Strategies for improving pedestrian safety include installation of sidewalks or walkways, along with measures to reduce traffic speed to facilitate pedestrian crossings.

The installation of sidewalk is identified as a high priority for several key pedestrian walking routes. In particular, installing sidewalks along the east side of 10<sup>th</sup> Ave NE, the south side of NE 170<sup>th</sup> St and the north side of NE 165<sup>th</sup> St between 8<sup>th</sup> Ave NE and 10<sup>th</sup> Ave NE are consider important elements to improving safety and access to Ridgecrest Elementary School.

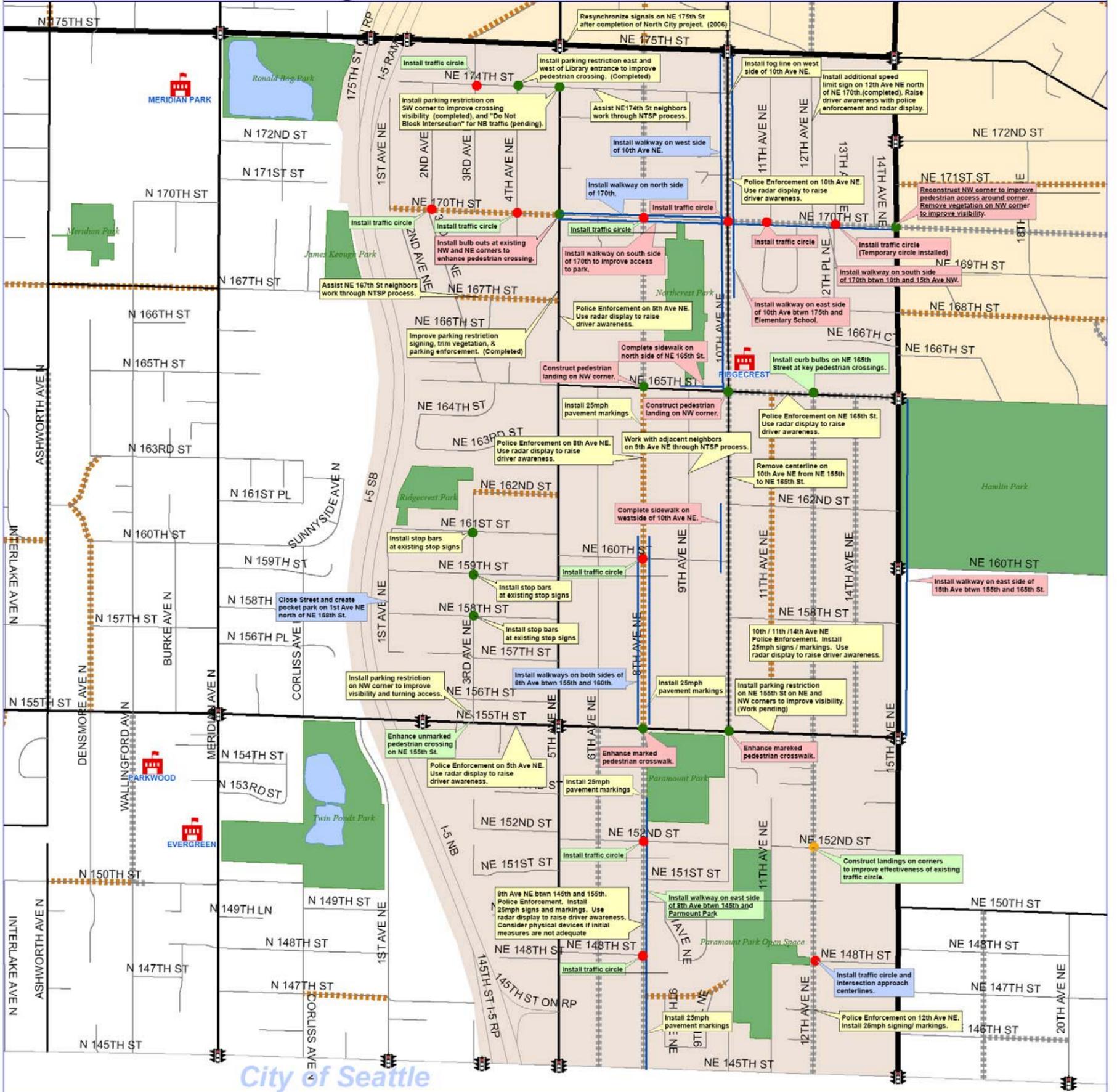
Providing improved access and safety to Paramount Park is also a key goal of the plan. Installing sidewalk on 10<sup>th</sup> Ave NE between NE 158<sup>th</sup> St and NE 162<sup>nd</sup> St, and on 8<sup>th</sup> Avenue NE between NE 160<sup>th</sup> St and NE 155<sup>th</sup> St, will fill in missing sections and complete sidewalk routes to the park. Enhancing the existing marked crosswalks on NE 155<sup>th</sup> St at both 8<sup>th</sup> Ave NE and 10<sup>th</sup> Ave NE will further improve safety for pedestrians walking to the park.

### **Bike Recommendation Summary**

Traffic speeds were the primary concern identified by residents impacting bicycle safety. While the plan makes no recommendation for additional bike lanes in the Ridgecrest neighborhood at this time, several measures are recommended for reducing traffic speeds and volume. The measures will help to improve safety for both pedestrians and bicyclists on many local streets throughout the neighborhood.

# SHORELINE Geographic Information System

## Ridgecrest Neighborhood Plan Recommendations



### Legend

- School
- Open Water
- Park
- Active NTSP Street
- NTSP (Historical)

- Proposed Traffic Circle
- Spot Intersection Improvement
- Existing Traffic Circle
- Proposed Sidewalk Location
- High Priority Recommendation
- Medium Priority Recommendation
- Low Priority Recommendation
- Recommendations which are completed or will be incorporated into existing annual program work plan.
- Recommendations underlined were received through neighborhood open house review on 6-29-06



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Revised 8-2-06



<b>Ridgecrest Recommended Improvement Projects</b>		
<b><i>Traffic Projects</i></b>		
<b>Location</b>	<b>Project</b>	<b>Priority</b>
NE 170th & 10th Ave NE	Traffic Circle	High
NE 170th & 11th Ave NE	Traffic Circle	High
NE 170th & 13th Ave NE	Traffic Circle	High
12th Ave NE & NE 152nd St	Install raised corner treatment on NW and SE corners existing circle	Med
NE 170th & 2nd Ave NE	Traffic Circle	Med
NE 170th & 4th Ave NE	Traffic Circle	Med
NE 174th & 3rd Ave NE	Traffic Circle	Med
12th Ave NE & NE 148th St	Install traffic circle and raised corner treatment	Low
1st Ave NE north of NE 158th St	Street Closure (create pocket park)	Low
<b><i>Pedestrian Projects</i></b>		
<b>Location</b>	<b>Project</b>	<b>Priority</b>
5th Ave NE & NE 170th St	Curb bulbs on 5th at NE and NW corners at crosswalk	High
8th Ave NE & NE 155th St	Crosswalk enhancement	High
10th Ave NE between NE 165th and NE 175th	Sidewalk on east side	High
10th Ave NE between NE 158th and NE 162nd	Sidewalk on west side	High
10th Ave NE & NE 155th St	Crosswalk enhancement	High
15th Ave NE between NE 155th St and NE 165th	Sidewalk on east side	High
NE 165th St & 8th Ave NE	Pedestrian landing on NW corner	High
NE 165th St between 9th Ave NE & 10th Ave NE	Sidewalk on north side	High
NE 165th St & 10th Ave NE	Pedestrian landing on NW corner	High
NE 170th St between 5th Ave NE and 10th Ave NE	Sidewalk on south side	High
NE 170th St between 10th Ave NE and 15th Ave NE	Sidewalk on south side	High
NE 165th St & 12th Ave NE	Curb bulb at existing marked crosswalk	Med
8th Ave NE between NE 155th and 165th St	Sidewalks on both sides	Low
10th Ave NE between NE 155th and NE 175th	Sidewalks on both sides	Low
NE 170th St between 5th Ave NE and 10th Ave NE	Sidewalk on north side	Low

## IMPLEMENTATION

The intent of this plan is to develop both long and short term recommendations that will improve the safety and livability of the neighborhood. Although there is no single source to fund the plan in its entirety, elements of the plan will be implemented over time as funding sources are identified and community support is demonstrated.

Several of these recommendations have been or can be implemented quickly through City programs such as the Neighborhood Traffic Safety Program. Other recommendations, such as the installation of physical devices or changes to the roadway will need strong community support and an identified funding source.

Potential funding sources:

- Neighborhood Traffic Safety Program – this program works directly with adjacent residents to improve neighborhood traffic safety
- Small Works Traffic Program – this program funds spot improvements to improve traffic safety and mobility
- Walkway Priority Program – this program funds construction of priority sidewalk routes as identified by the transportation master plan and neighborhood priorities
- Capital Improvement Process – this process identifies funding needs for larger, capital projects
- Local Improvement District – this program allows residents to raise funds through increased property tax for capital improvement projects
- Mitigation – elements of the plan may be implemented as mitigation for larger development projects which occur throughout the neighborhood

## Appendix



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
<b>3RD AVE NE - NE 155 TO 161ST</b>												
NR 1010	PETERKA	X							3 Ave NE - NE 155 St to NE 161 St	DRIVERS DISOBEY STOP SIGNS	Refer to Police for additional enforcement. Install stop lines at existing stop signs.	Work order pending for installation of stop bars.
NR 1048B	BESS								3RD AVE NE 'NE - 158TH ST	NORTH-SOUTH TRAFFIC REFUSES TO STOP - EASTBOUND TRAFFIC ALMOST INVISIBLE OVER HILL AT RISE - NORTH-SOUTH IGNORES STOP SIGNS	Refer to Police for additional enforcement. Install stop lines at existing stop signs.	Work order pending for installation of stop bars.
<b>5TH AVE NE - 165TH TO 175TH</b>												
NR 1021	KENNEY			X					5 Ave NE - NE 167 St	SPEEDING	Refer to SPD for enforcement. Increase awareness with radar display.	On-going
NR 1023	KENNEY	X		X					5 Ave NE - NE 167 St	SPEEDING / PARKING	For speed concerns, refer to SPD for enforcement. Increase awareness with radar display. For parking concerns, install new signing, trim vegetation and refer to Police for enforcement.	New signing, vegetation trimming completed. Police enforcement ongoing.
NR 1024	KENNEY							X	5 Ave NE - NE 167 St	PARKING (Overgrown Vegetation)	Install new signing, trim vegetation and refer to Police for enforcement.	Completed



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1032	DIEMERT					X			5 Ave NE - NE 174 St	VISIBILITY	Existing parking restriction on NE corner and bus zones on NW and SE corners help improve visibility. Install 30' parking restriction on SW corner.	Work order pending.
NR 1007	HALE							X	5 Ave NE - NE 175 St	TRAFFIC SIGNAL	Signal coordination revised to be more responsive to 5th Ave during non-peak hours. Resynchronize signal timing after North City project is complete.	Current signal revisions completed. Future signal resynchronization planned.
NR 1045E	HAMILTON			X					5TH AVE NE	TOO MUCH TRAFFIC ON 5TH AVE NE	Reviewed volumes on 5th Ave NE. Studies show approximately 7,500 cars per day, which is appropriate for a minor arterial. Continue to monitor speed and volumes and work with Traffic Advisory Committee on traffic management plan. Volumes may be reduced with completion of the North City project in 2006.	Speed and volume studies ongoing.



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1080	HANSEN			X	X			X	5TH AVE NE - NE 165TH TO NE 175TH ST	EXCESSIVE SPEEDS - FROM 50 TO 60 MPH - ACCOMPANIED BY EXCESSIVE NOISE. TRAFFIC VOLUME HAS DOUBLED IN LAST FEW MONTHS, TRIPLED IN LAST 2-3 YEARS WITH INCREASED USE AS AN ALTERNATE TO I-5 (AND NOW 15TH). SUGGEST FOUR-WAY STOP AT NE 170TH ST AND 5TH AVE NE	NE 170th and 5th does not meet warrants for all-way stop at this time. Continue to monitor speed and volumes and work with community on traffic management plan. Volumes may be reduced with completion of the North City project in 2006.	Intersection review completed.
NR 1060	HOFFMANN			X	X				5TH AVE NE - NE 174TH	SLOW 5TH AVE NE TO 25 MPH. WHY DOES 15TH AVE THRU NORTH CITY HAVE A 25MPH (BUSINESS DIST) AND 5TH, WHICH IS RESIDENTIAL, AT 30 MPH? 5TH AT 175TH IS SO CROWDED IN THE AFTERNOON I CAN'T TURN RIGHT ONTO 5TH. NEVER USED TO HAPPEN. CARS DON'T STOP AT X-WALK.	The minimum speed limit for arterial streets is 30mph. Refer to SPD for crosswalk enforcement. Install parking restriction on SW corner of 5th Ave NE and NE 174th St to improve visibility. Install "Do Not Block Intersection" signing at 174th.	Work order pending.



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
8TH AVE NE - 145TH TO 155TH												
NR 1002	SANDAL			X					8 Ave NE - NE 145 St to NE 155 St	SPEEDING	Refer to SPD for enforcement. Install "25mph" pavement markings. Utilize watch trailers to increase driver education. Monitor speeds, if phase one steps are adequate, consider traffic circles at NE 152nd St and NE 148th St to help reduce speeds if supported by residents.	Work order pending for installation of "25mph legends".
NR 1005A	BACOLA			X					8 Ave NE - NE 145 St to NE 155 St	SPEEDING	Refer to SPD for enforcement. Install "25mph" pavement markings. Utilize watch trailers to increase driver education. Monitor speeds, if phase one steps are adequate, consider traffic circles at NE 152nd St and NE 148th St to help reduce speeds if supported by residents.	Work order pending for installation of "25mph legends".



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1005B	BACOLA					X			8 Ave NE - NE 145 St to NE 155 St	SIDEWALK	Add both sides of 8th Ave NE from 145th to NE 155th to sidewalk projects list to help narrow street width and increase pedestrian access. Recommend east side first due to connectivity to Paramount Park.	
NR 1003	SANDAL					X			8 Ave NE - NE 155 St	TRAFFIC SIGNAL	Does not meet signal warrants. Work with Traffic Advisory Committee to develop crosswalk Improvement plan.	
NR 1072	STOKES								8TH AVE NE - NE 145TH TO NE 155TH ST	SPEEDING AND TOO MUCH CUT-THROUGH TRAFFIC! ERATIC DRIVING BY MANY MOTORISTS - ALSO MORE MIGA-BASE STERIOS WHICH CAUSES DRIVER ATTENTION PROBLEMS AND IS NERVE WRACKING!	Refer to SPD for enforcement. Install "25mph" pavement markings. Utilize watch trailers to increase driver education. Monitor speeds, if phase one steps are adequate, consider traffic circles at NE 152nd St and NE 148th St to help reduce speeds if supported by residents.	Work order pending for installation of "25mph legends".



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
<b>8TH AVE NE - 155TH TO 175TH</b>												
NR 1040A	SHERECK			X		X			8 Ave NE - NE 155 St to NE 175 St	SPEEDING	Refer to SPD for enforcement. Install "25mph" pavement markings. Work with Traffic Advisory Committee to develop plan for additional measures as needed.	Work order pending for installation of "25mph legends".
NR 1031A	DIEMERT			X					8 Ave NE - NE 165 St to NE 175 St	SPEEDING	Refer to SPD for enforcement. Install "25mph" pavement markings. Work with Traffic Advisory Committee to develop plan for additional measures as needed.	Work order pending for installation of "25mph legends".
NR 1031B	DIEMERT			X					8 Ave NE - NE 165 St to NE 175 St	SIDEWALK	Add sidewalk on 8 Ave NE from NE 165 St to NE 175 St to sidewalk project list.	
<b>9TH AVE NE - 155TH TO 165TH</b>												
NR 1083	RADLOWSKI			X		X		X	9TH AVE NE - NE 155TH TO NE 165TH ST	TRYING TO GET TRAFFIC SLOWED ON THIS 2-BLOCK STRETCH. A YIELD SIGN AT 9TH AND NE 160TH HAS NOT REMEDIED THE SITUATION -	Refer to SDP for enforcement. Install "25mph" pavement markings. Monitor	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
										ESPECIALLY EAST/WEST TRAFFIC. THERE ARE LOTS OF CHILDREN LIVING ALONG THIS STREET. TRAFFIC CIRCLE WOULD SLOW THE TRAFFIC.	speeds, if phase one steps are adequate, consider traffic circles at 9th Ave NE and NE 160th St to help reduce speeds if supported by residents.	
<b>10TH AVE - NE 155TH TO 175TH</b>												
NR 1009	FISHER					X		X	10 Ave NE - NE 155 St to NE 175 St	VOLUME	Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School), and NE 158th to NE 162nd on west side, to sidewalk project list. Install traffic circle at NE 170th St to project list.	
NR 1016B	SCHLEH			X					10 Ave NE - NE 155 St to NE 175 St	SPEED HUMPS	Refer to Police for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											School) , and NE 158th to NE 162nd on west side, to sidewalk project list. Install traffic circle at NE 170th St to project list.	
NR 1018	SCHLEH			X					10 Ave NE - NE 155 St to NE 175 St	SPEED HUMPS	Refer to Police for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School) , and NE 158th to NE 162nd on west side, to sidewalk project list. Install traffic circle at NE 170th St to project list.	
NR 1025A	ALLMAN, T	X		X		X		X	10 Ave NE - NE 155 St to NE 175 St	SPEEDING	Refer to Police for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											School) , and NE 158th to NE 162nd on west side, to sidewalk project list. Install traffic circle at NE 170th St to project list.	
NR 1025B	ALLMAN, T	X		X		X		X	10 Ave NE - NE 155 St to NE 175 St	SIDEWALK	Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School) , and NE 158th to NE 162nd on west side, to sidewalk project list.	
NR 1033A	ALLMAN, M			X					10 Ave NE - NE 155 St to NE 175 St	SPEEDING	Refer to Police for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School) , and NE 158th to NE 162nd on west side, to sidewalk project list. Install	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											traffic circle at NE 170th St to project list.	
NR 1033B	ALLMAN, M			X					10 Ave NE - NE 155 St to NE 175 St	SPEEDING	Refer to Police for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School) , and NE 158th to NE 162nd on west side, to sidewalk project list. Install traffic circle at NE 170th St to project list.	
NR 1038	ALLEN							X	10 Ave NE - NE 175 St	TRAFFIC SIGNAL	Signal coordination revised to be more responsive to 10th Ave during non-peak hours. Resynchronize signal timing after North City project is complete.	Current signal revisions completed. Future signal resynchronization planned.



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1045A	HAMILTON					X			10TH AVE NE	NO SIDEWALKS ON 10TH. OPEN DRAINAGE DITCHES.	Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School) , and NE 158th to NE 162nd on west side, to sidewalk project list.	
NR 1045B	HAMILTON			X					10TH AVE NE	WAY TOO MUCH TRAFFIC ON 10TH	Because 10th Ave NE is a Neighborhood Collector Street it's anticipate that volumes will be higher than on local non-arterial streets. Work to reduce speeds and increase pedestrian safety. Refer to SPD for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School) , and NE 158th	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGEGATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											to NE 162nd on west side, to sidewalk project list. Install traffic circle at NE 170th St to project list. Utilize radar speed display to educate motorists.	
NR 1045C	HAMILTON			X					10TH AVE NE	TOO MUCH TRAFFIC CAUSED BY IDIOTIC LANE CHANGE ON 15TH AVE NE	Because 10th Ave NE is a Neighborhood Collector Street it's anticipate that volumes will be higher than on local non-arterial streets. Work to reduce speeds and increase pedestrian safety. Refer to SPD for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School) , and NE 158th to NE 162nd on west	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											side, to sidewalk project list. Install traffic circle at NE 170th St to project list. Utilize radar speed display to educate motorists.	
NR 1070B	SCHLEH	X	X	X	X	X			10TH AVE NE	SPEEDING DOWN 10TH AVE NE	Refer to Police for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary School), and NE 158th to NE 162nd on west side, to sidewalk project list. Install traffic circle at NE 170th St to project list.	
NR 1070C	SCHLEH	X	X	X	X	X			10TH AVE NE	NO SIDEWALKS ON 10TH AVE NE. KIDS WALKING IN THE STREETS	Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side priority due to connectivity to Ridgecrest Elementary	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											School), and NE 158th to NE 162nd on west side, to sidewalk project list.	
NR 1070A	SCHLEH	X	X	X	X	X			10TH AVE NE - 15TH AVE NE	15TH AVE NE - 3 LANES CAUSED ME AN AUTO ACCIDENT IN THE TURN LANE - VERY SERIOUS PROBLEM IN MERGE LANE	We will continue to monitor and assess conditions along 15th Ave NE.	On-going
NR 1070E	SCHLEH	X	X	X	X	X			10TH AVE NE - NE 155TH ST	OVERGROWN SHRUBS AT STOP SIGN AT 10TH AVE NE AND NE 155TH ST (15503 10TH AVE NE - SHRUBS	Trim vegetation.	Completed
NR 1071	PHAN								10TH AVE NE - NE 15TH ST	TRAFFIC LIGHT AND CROSSWALK. SIMPLE SOLUTION TO SOLVE THE TRAFFIC BACKED-UP ON 10TH IS TO RECALIBRATE THE SENSOR SO IT STAYS GREEN A LITTLE LONGER. 2ND SOLUTION: CHANGE THE FLASHING LIGHT FOR CROSSWALK TO A BRIGHTER AND BIGGER LIGHT ON 15TH AND NE 170TH	Signal coordination revised to be more responsive to 10th Ave during non-peak hours. Resynchronize signal timing after North City project is complete.	Current signal revisions completed. Future signal resynchronization planned.
<b>10TH AVE NE - 155TH TO 165TH</b>												
NR 1016A	SCHLEH					X			10 Ave NE - NE 155 St to NE 165 St	SIDEWALK	Add sidewalks on 10th Ave NE from NE 158th to NE 162nd on west side, to sidewalk project list.	
NR 1017A	SCHLEH					X			10 Ave NE - NE 155 St to NE 165 St	SIDEWALK	Add sidewalks on 10th Ave NE from NE 158th to NE 162nd on west	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											side, to sidewalk project list.	
NR 1017B	SCHLEH					X			10 Ave NE - NE 162 St	CROSSWALK	Review intersection for crossing improvements.	
NR 1017D	SCHLEH								10 Ave NE - NE 155 St	VISIBILITY	Work order issued to restrict 30' of parking on east side of 10 Ave NE at NE 155 St, and relocate the stop sign to improve visibility.	COMPLETE
NR 1070F	SCHLEH	X	X	X	X	X			10TH AVE NE - NE 162ND ST	CROSSWALK FOR KIDS	Review intersection for crossing improvements.	
NR 1070D	SCHLEH	X	X	X	X	X			10TH AVE NE - NE 155TH ST	NEED MORE CROSSWALKS AT PARAMOUNT AT 155TH, ESPECIALLY FOR RUSH HOUR	Work with Traffic Advisory Committee to develop plan to improve existing crosswalks at 8th and 10th.	
<b>10TH AVE NE - 165TH TO 175TH</b>												
NR 1006A	HALE							X	10 Ave NE - NE 165 St to NE 175 St	NO CENTER-LINE STRIPING	Remove centerline.	COMPLETE
NR 1006B	HALE			X					10 Ave NE - NE 165 St to NE 175 St	SPEEDING	Refer to Police for enforcement. Add sidewalks on both sides of 10th Ave NE from NE 165th to NE 175th (east side)	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											priority due to connectivity to Ridgecrest Elementary School) , and NE 158th to NE 162nd on west side, to sidewalk project list. Install traffic circle at NE 170th St to project list.	
NR 1044A	SHARPE	X							NE 170TH - 10TH AVE NE	NEED STOP SIGN AT NE 170TH ST AND 10TH AVE NE. PLUS STRIPING ALSO IS NEEDED TO COMPLETE SEWER FILL-IN ON WEST SIDE. 10TH SHOULD BE A NORTH-SOUTH ROUTE.	NE 170th St was evaluated for an all-way stop. It does not meet warrants for all-way stop at this time, Install traffic circle to increase intersection safety and reduce speeds on 10th Ave NE. Add edgeline to west side of 10th. Add sidewalks on both sides of 10th between NE 175th to NE 165th to sidewalk project list.	Intersection review completed. Work order pending for edgeline striping on west side.
NR 1091	CHAMNESS							X	10TH AVE NE - NE 165TH ST TO NE 175TH ST	THERE IS NO CENTER LINE PAINTED, WHICH I BELIEVE CREATES HAZARDS FOR DRIVERS & PEDESTRIANS, ESP. SINCE STREET RUNS DIRECTLY IN FRONT OF RIDGECREST ELEMENTARY. BUSY	Centerline removed as part of traffic calming plan. Existing edgeline on east side. Install edgeline on west side. Continue to work with	Work order pending for edgeline striping on west side.



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
										WITH CARS BEFORE/AFTER SCHOOL AND BECAUSE OF N.CITY CONSTRUCTION. DARKNESS & RAIN ADD.	Traffic Advisory Committee on additional traffic calming elements.	
NR 1076	CHAMBERS							X	10TH AVE NE - NE 165TH TO NE 175TH ST	NO CENTER OR SIDE LINES ON STREET	Centerline removed as part of traffic calming plan. Existing edgeline on east side. Install edgeline on west side. Continue to work with Traffic Advisory Committee on additional traffic calming elements.	Work order pending for edgeline striping on west side.
<b>11TH AVE NE 155TH TO 165TH</b>												
NR 1013	MIKESELL							X	11 Ave NE - NE 155 St	VISIBILITY	Work order issued to restrict 30' of parking on west side of 11 Ave NE at NE 155 St.	COMPLETE
NR 1011	BUNCE	X				X			11 Ave NE - NE 158 St	VISIBILITY	Restrict parking near the intersection, requiring RV to move about 15 feet north to improve visibility.	COMPLETE
NR 1012A	MIKESELL							X	11 Ave NE - NE 158 St	VISIBILITY	Restrict parking near the intersection, requiring RV to move about 15 feet north to improve visibility.	COMPLETE



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1008	HALE								11 Ave NE - NE 162 St	VEGETATION	Vegetation trimmed to improve visibility of stop sign NE on 11 Ave NE at NE 162 St.	COMPLETE
<b>12TH AVE NE 145TH TO 175TH</b>												
NR 1081	WESTBERG					X		X	12TH AVE NE - NE 148TH ST	NORTH SLOPE OF THIS T-INTERSECTION CREATES A BLIND SITUATION FOR CARS TRAVELLING BOTH SOUTH AND NORTHBOUND. ESPECIALLY DICEY IS WHEN HEADING SOUTH UP THE HILL AND TEENS OR ADULTS ARE STANDING ON SIDE OF ROAD - TO AVOID YOU HAVE TO GO INTO ONCOMING LANE.	Reviewed intersection for improvements. Recommend installation of traffic circle with pedestrian landings at corners to slow speeds and increase safety. Install traffic circle and landings. Install intersection approach lines to provide additional guidance to motorists.	Work order pending for installation of approach lines.
NR 1036	MORRISON					X			12 Ave NE - NE 152 St	NEED SIDEWALK FOR TRAFFIC CONTROL IN NW AND SW CORNERS	Add pedestrian landings for corners to project list.	Work planned for 2006
NR 1073	HERRMANN	X	X	X	X	X	X	X	12TH AVE NE - NE 152ND ST (NE CORNER)	PLEASE RETURN THE STOP SIGN ON THE NE CORNER OF 12TH AVE NE AND NE 152ND. YOU TOOK IT OUT WHEN YOU PUT THE TRAFFIC CIRCLE IN. GOING EASTBOUND ON NE 152ND YOU CANNOT SEE TRAFFIC GOING SOUTHBOUND	Add pedestrian landings for corners to project list. Review fence placement.	Work planned for 2006



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
										BECAUSE OF A FENCE. JUST INSTALL IT! A VISABILITY ISSUE!		
NR 1054	MORRISON			X	X				NE 152ND - 12TH AVE NE	TRAFFIC CIRCLE HAS WORKED VERY WELL IN DECREASIN THE AVERAGE SPEED ON THE STREET, BUT THE CIRCLE IS OFF-CENTER AND HAS CREATED A HAZARDOUS SITUATION.	Add pedestrian landings for corners to project list to improve effectiveness of existing circle.	Work planned for 2006
NR 1001A	SAGER			X		X			12 Ave NE - NE 170 St to NE 175 St	SPEEDING WEEKENDS BETWEEN 9PM -12AM	Refer to SPD for enforcement. Work with adjacent residents to participate in Neighborhood Traffic Safety Program to identify appropriate traffic calming tools.	
NR 1001B	SAGER	X							12 Ave NE - NE 170 St to NE 175 St	ONLY ONE SPEED LIMIT SIGN ON 12TH AVE NE BETWEEN NE 165 ST AND NE 175 ST	Install additional speed sign on 12th Ave NE n/o NE 170 St.	COMPLETE
NR 1020	SAGER	X							12 Ave NE - NE 170 St to NE 175 St	PARKING	Pavement width is '20 - 22'. Parking on shoulder off pavement in most areas still allows sufficient room for clear travel.	
<b>15TH AVE NE 145TH TO 175TH</b>												
NR 1026	ALLMAN, M							X	15 Ave NE - NE 150 to NE 175 St	CHANGE 15TH BACK TO 4 LANES	Changes to lane configuration were approved by City	Traffic studies on going.



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											Council. We will continue to monitor and assess conditions along 15th Ave NE.	
NR 1027	ALLMAN, T							X	15 Ave NE - NE 150 to NE 175 St	CHANGE 15TH BACK TO 4 LANES	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1030	DUNNIHO							X	15 Ave NE - NE 150 to NE 175 St	CHANGE 15TH BACK TO 4 LANES	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1017C	SCHLEH					X			15 Ave NE - NE 155 St to NE 165 St	SIDEWALK	Add sidewalk on e/s of 15 Ave NE from NE 155 St to NE 165 St to sidewalk project list.	
NR 1022	KENNEY							X	15 Ave NE - NE 165 St	RUNNING RED LIGHT	Refer to SPD for enforcement	
NR 1039	ALLEN							X	15 Ave NE - NE 165 St	TRAFFIC SIGNAL	Optimize and re-coordinate signals on 15th after North City project completed.	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1041A	TOWNSEND				X	X			15TH AVE NE	15TH AVE NE NEEDS TO GO BACK TO 4 LANES - THERE IS TOO MUCH CUT-THROUGH TRAFFIC ON 10TH AND 5TH SINCE THE ROAD DIET ON 15TH. REDUCE SPEEDS TO 30 MPH	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1044B	SHARPE								15TH AVE NE	I LIKE 15TH AVE NE AS A 3-LANE ARTERIAL	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1050	LENTZ				X				15TH AVE NE - NE 150th to 175th St	NEEDS TO BE TURNED BACK INTO 4 LANES! NEED I SAY MORE? IT CAUSES TOO MUCH CUT-THROUGH TRAFFIC IN THE NIGHBORHOODS!	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE and surrounding streets. Work with Traffic Advisory Committee to address speed and volume concerns on identified streets.	Traffic studies on going.



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1079	KNOWLES						X		15TH AVE NE - NE 150th to 175th St	SINCE 15TH WAS DOWNSIZED FROM 4 TO 3 LANES AND ADDING THE BICYCLE LANES, I HAVE SEEN ONLY 1 BICYCLE IN THE BIKE LANE. I DRIVE 15TH NORTH AND SOUTH AT VARIOUS TIMES DURING THE DAY AND NEVER SEE BIKES. HOW THAT JUSTIFIES ADDING THESE BIKE LANES?	Bike lanes are consistent with City goal to develop bike route network throughout the city to encourage alternative modes of transportation.	
NR 1087					X			X	15TH AVE NE - NE 145TH TO NE 175TH ST	DESIGN CHANGE FROM 4 LANES TO 2 LANES WITH A CENTER TURN-LANE HAS RESULTED IN LONG LINES OF BUMPER-TO-BUMPER TRAFFIC DURING RUSH HOUR. AS A RESULT MANY DRIVERS CUT THROUGH THE NEIGHBORHOODS, INCREASING TRAFFIC ON THEM.	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE and surrounding streets. Work with Traffic Advisory Committee to address speed and volume concerns on identified streets.	Traffic studies on going.
NR 1075	KNOWLES							X	15TH AVE NE - NE 150TH ST	BETWEEN 4:00-6:30 PM THERE IS A HUGE BACK-UP GOING NORTHBOUND. NOT THAT MANY CARS USE THE GREEN ARROW, LEFT-HAND TURN AT NE 155TH ST GOING WESTBOUND.	Optimize and re-coordinate signals on 15th after North City project completed.	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1078	KNOWLES			X				X	15TH AVE NE - NE 150TH ST	BECAUSE 15TH AVE NE AT THAT POINT GOES FROM 4 TO 3 LANES, DRIVERS ARE NOT FAMILIAR WITH THE CHANGE, OR THOSE WHO ARE NOT PAYING ATTENTION TO SIGNS THAT THE RIGHT LANE IS CLOSED AFTER 150TH. DRIVERS RACE TO CROWD THE LEFT LANE. .	Have reviewed signing at 15th and 50th and it is consistent with standard signing for merging lanes. Refer to Police for enforcement.	
NR 1077	KNOWLES				X				15TH AVE NE - NE 155TH ST TO NE 165TH ST	SINCE DOWNSIZING 15TH FROM NE 155TH TO NE 175TH, WE HAVE MORE TRAFFIC CUTTING THROUGH ON OUR STREET (14th Ave NE between 155th and 165th)	Refer to Police for speed enforcement.	
NR 1041B	TOWNSEND	X				X			15TH AVE NE - NE 170TH ST	A MID-BLOCK PEDESTRIAN ACTIVATED LIGHT AT NE 170TH ST AND 15TH AVE NE IS NEEDED. IN-PAVEMENT LIGHTS ARE INADEQUATE	Does not meet Federal criteria for signal at this time. Existing in-pavement lights are appropriate for this arterial and work in conjunction with existing flashers and signing. In-pavement lighting was upgraded with high intensity lights.	
NR 1062A	STOLK			X		X			15TH AVE NE- NE 170TH	MID-BLOCK PEDESTRIAN ACTIVATED LIGHT IS NEEDED	Does not meet Federal criteria for signal at this time. Existing in-pavement lights are appropriate for this	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											arterial and work in conjunction with existing flashers and signing.	
NR 1062C	STOLK			X		X			NE 170TH - 15TH AVE NE	THE IN-PAVEMENT LIGHTS ARE NOT ADEQUATE FOR A MAJOR ARTERIAL. THEY ARE NOT VISIBLE ON A SUNNY DAY.	Does not meet Federal criteria for signal at this time. Existing in-pavement lights are appropriate for this arterial and work in conjunction with existing flashers and signing. In-pavement lighting was upgraded with high intensity lights.	
NR 1062B	STOLK			X		X			15TH AVE NE	15TH AVE NE SHOULD BE CHANGED BACK TO 4-LANE ROAD	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
<b>NE 155th St</b>												
NR 1048A	BESS								NE 155TH ST - 2ND PL NE	BUS STOP AT FIRE STATION - EASTBOUND - PEDESTRIANS UNABLE TO CROSS NE 155TH ST - HEAVY TRAFFIC DURING PEAK 3:30-5:30 PM	Evaluate pedestrian crossing enhancements such as improved street lighting, center island in two-way left turn	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											lane or curb bulbs to shorten pedestrian crossing and raise driver awareness.	
NR 1088	WILHELM	X		X		X			NE 155TH ST - 8TH AVE TO 10TH AVE NE	THIS ROAD SECTION NEEDS REDUCED SPEED LIMIT & MORE VISIBLE SIGNS/SIGNALS AT CROSSWALKS. TRAFFIC OFTEN EXCEEDS 35MPH LIMIT AT 40-45 MPH W/ MANY PEOPLE AND KIDS TRYING TO CROSS TO PARK. PARKS SHOULD BE 20MPH ZONES.	Refer to SPD for enforcement. Work with Traffic Advisory Committee to develop plan to improve existing crosswalks at 8th and 10th.	
<b>NE 165TH ST - 5TH TO 15TH AVE NE</b>												
NR 1004	SMYTHE			X		X			9 Ave NE - NE 165 St	SPEEDING / TRAFFIC CIRCLE REQUEST	NE 165th is a collector arterial so does not qualify for traffic circles. Refer to SPD for speed enforcement. Raise awareness with radar display. Improve speed limit signing and markings. Add north side of NE 165th St from west of 9th to 10th to sidewalk project list. Add pedestrian landing on NW corner of 10th and NE 165th to project list. Install bulb outs at x-	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											walks locations	
NR 1037	ALLEN			X		X			9 Ave NE - NE 165 St	SPEEDING / TRAFFIC CIRCLE REQUEST	NE 165th is a collector arterial so does not qualify for traffic circles. Refer to SPD for speed enforcement. Raise awareness with radar display. Improve speed limit signing and markings. Add north side of NE 165th St from west of 9th to 10th to sidewalk project list. Add pedestrian landing on NW corner of 10th and NE 165th to project list. Install bulb outs at x-walks locations	
NR 1040B	SHERECK			X		X			NE 165 St - 5 Ave NE to 15 Ave NE	SPEEDING	NE 165th is a collector arterial so does not qualify for traffic circles. Refer to SPD for speed enforcement. Raise awareness with radar display. Improve speed limit signing and markings. Add north side of NE 165th St	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											from west of 9th to 10th to sidewalk project list. Add pedestrian landing on NW corner of 10th and NE 165th to project list. Install bulb outs at x-walks locations	
NR 1015	HALE							X	NE 165 St - 6th Ave NE to 8 Ave NE	PARKING	Street is 32' wide. Removing parking on one side may result in increased speed. Maintain parking on both sides at this time.	
NR 1034	MIKESELL							X	NE 165 St - 8 Ave NE to 12 Ave NE	SIDEWALK	Add north side of NE 165th St from west of 9th to 10th to sidewalk project list. Add pedestrian landing on NW corner of 10th and NE 165th to project list.	
<b>NE 170TH ST - 3RD TO 15TH AVE NE</b>												
NR 1066	STALLINGS			X					NE 170TH ST - 3RD AVE NE	CARS SPEEDING UP AND DOWN 170TH AT ALL TIMES OF THE DAY AND NIGHT. HAVE ALREADY CONTACTED JOHN MAREK AND AM STARTING NTSP PHASE ONE.	Refer to SDP for enforcement. Work with Traffic Advisory Committee on traffic calming plan, possibly radar display, signing and marking	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											improvements. Install traffic circles on NE 170th St at 4th and 2nd Ave NE.	
NR 1044C	SHARPE								NE 170TH ST - 12TH - 14TH AVE NE	HILL SHOULD BE LOWERED	Not feasible to lower hill at this time.	
NR 1055	ENGE			X	X	X	X	X	NE 170TH ST - 15TH AVE NE TO 10TH AVE NE	WAY TOO MANY SPEEDING CARS, TRUCK, VANS, SCHOOL BUSES, SUV'S. 25 MPH IS THE SPEED LIMIT. VEHICLES ON OUR STREET (170TH) SPEED AT 60 MPH. THIS IS EVERYDAY. CARS HAVE BEEN PARKED AND HIT AND MANY ANIMALS KILLED. ELDERLY AND CHILDREN USE THIS EVERYDAY.	Refer to SDP for enforcement. Install traffic circles on NE 170th St at 11th and 13th Ave NE to help reduce speeds and increase intersection safety.	
NR 1056	SPANGLER			X	X	X	X	X	NE 170TH ST - 15TH AVE NE TO 10TH AVE NE	FAR TOO MANY SPEEDING CARS, VANS, TRUCKS, SCHOOL BUSES, SUV'S. THE SPEED LIMIT IS 25MPH AND I HAVE WNESSED AUTOS GOING AS FAST AS 60 MPH. MOST AUTOS AVERAGE FROM 35 MPH TO 45MPH EVERY SINGLE DAY! IT'S A DANGER TO ANIMALS, ELDERLY, AND CHILDREN.	Refer to SDP for enforcement. Install traffic circles on NE 170th St at 11th and 13th Ave NE to help reduce speeds and increase intersection safety.	
<b>NE 174TH ST - 3RD TO 8TH AVE NE</b>												
NR 1035	DIEMERT			X					NE 174 St - 5 Ave NE to 8 Ave NE	SPEEDING	Refer to SPD for enforcement. Work with adjacent residents	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											to participate in Neighborhood Traffic Safety Program to develop traffic calming plan.	
NR 1089				X		X		X	NE 174TH ST - 4TH AVE TO 5TH AVE NE	EXTREMELY CONGESTED DUE TO LIBRARY TRAFFIC. CARS ARE PARKED ON BOTH SIDES OF STREET. LOTS OF PEDESTRIAN TRAFFIC, ESP. KIDS. CARS TRAVEL TOO FAST FOR CONDITIONS. CONSIDER PUTTING A MARKED CROSSWALK AT LIBRARY DRIVEWAY AND 4TH AVE NE.	Restrict parking 20' east of Library driveway to improve pedestrian visibility. Install traffic circle at NE 174th and 3rd Ave NE to improve intersection safety and help lower speeds on NE 174th St.	Work order to restrict parking pending.
NR 1058	HOFFMANN			X	X				NE 174TH ST - 5TH AVE NE TO 8TH AVE NE	PEOPLE ARE SO FRUSTRATED WITH THE TRAFFIC THAT THEY CUT-THROUGH. I LIVE ON 174TH AT THE CREST OF THE HILL. PEOPLE GO SO FAST (INCLUDING GARBAGE TRUCKS) I'M SCARED TO LET MY KIDS OUTSIDE.	Refer to SPD for enforcement. Work with adjacent residents to participate in Neighborhood Traffic Safety Program to develop traffic calming plan.	
<b>NE 175TH ST</b>												
NR 1057	HOFFMANN							X	N 175TH ST & I-5	MY #1 PRIORITY - ALL IT TAKES IS A BIT OF RE-TIMING. TIME THE WEST BOUND LIGHTS ON 175TH SO THAT WE DON'T HAVE TO WAIT SO LONG.	This signal is operated by WSDOT. We will continue to work with them on timing	



## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
										IT ENCOURAGES PEOPLE TO RUN RED LIGHTS. IT'S ALSO FRUSTRATING TURNING LEFT ONTO I-5 FROM 175TH WHILE CARS TURN RIGHT (MORE...	concerns.	
NR 1059	HOFFMANN							X	NE 175TH ST - 10TH AVE NE	CAN YOU RE-TIME THE LIGHTS ON 15TH DURING CONSTRUCTION? AS I WALK TO THE YMCA AT 6:30 AM I HAVE TO WAIT SO LONG FOR THE LIGHT TO CHANGE - THERE IS LITTLE TRAFFIC. WHEN IT DOES CHANGE IT IS SO SHORT. CARS BACK UP TO 10TH AND ALONG 170TH.	Timing for signals in the North City project area are revised on an on-going basis as needed to accommodate traffic revisions for construction. Signals will be retimed after project is completed.	
<b>NEIGHBORHOOD WIDE</b>												
NR 1065	HENRY							X	NEIGHBORHOOD-WIDE	PLEASE CONSIDER "LOW IMPACT" ALTERNATIVES WHEN IMPLEMENTING TRAFFIC CALMING AND BUILDING PEDESTRIAN WALKWAYS TO MINIMIZE SURFACE RUN-OFF CONCENTRATIONS. MAXIMIZE USE OF PERVIOUS SURFACES AND ALLOW INFILTRATION INTO SOILS WHERE PRACTICAL.	Alternative sidewalk designs and treatments such as porous pavement, will be considered where appropriate.	On-going
NR 1040C	SHERECK			X		X			NEIGHBORHOOD-WIDE	SIDEWALKS EVERYWHERE	Specific sidewalk segments will be included on sidewalk	On-going



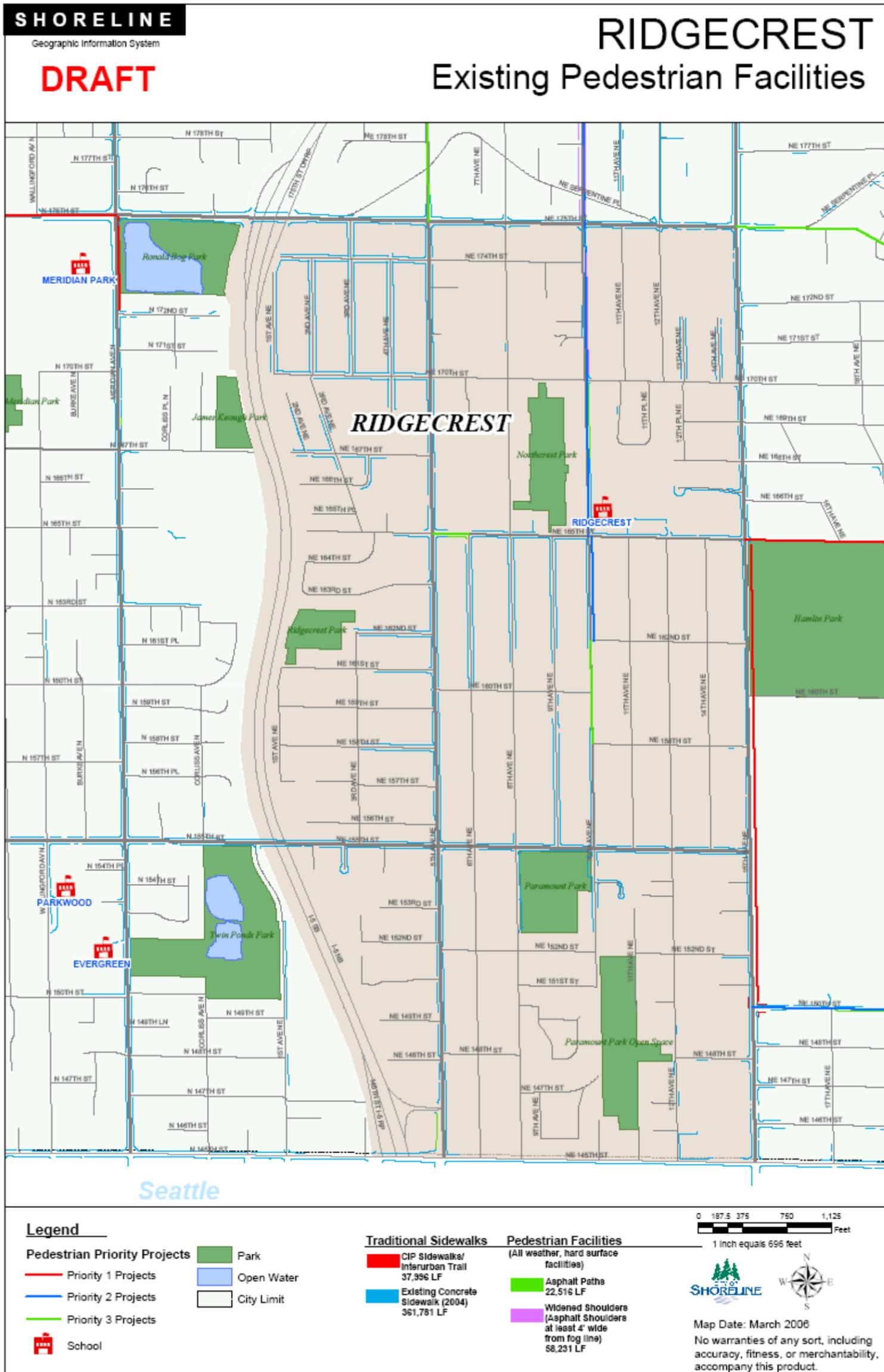
## Ridgecrest Neighborhood Identified Concerns

ID#	LAST NAME	SIGN	VEGEGATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											project list as identified by Traffic Advisory Committee.	
NR 1074	PAULSEN							X	NEIGHBORHOOD WIDE	PLEASE PAINT WIHTE LINES (PURCHASE WITH PHOSPHORESCENT PAINT) ON EACH SIDE OF ALLL STREETS IN THESE RESIDENTIAL AREAS IN ORDER TO ENHANCE/IMPORVE THE VISIBILITY ON DARK AND RAINY NIGHTS - WHERE THE ROAD EDGE AND CENTER LINE IS.	Edgelines will be installed where appropriate on specific street segments identified by Traffic Advisory Committee.	On-going
NR 1063	MON			X					NEIGHBORHOOD WIDE	SPEED - EVERYWHERE	Work with SPD on enforcement. Work with Traffic Advisory Committees to develop site specific plans as needed.	On-going
NR 1012B	MIKESELL							X	NEIGHBORHOOD WIDE	VISIBILITY	We will continue to investigate specific requests, and restrict as needed.	On-going
NR 1014	MIKESELL	X							NEIGHBORHOOD WIDE	NEED MORE STOP LINES	Edgelines will be installed where appropriate at intersections identified by Traffic Advisory Committee.	On-going



## Ridgecrest Neighborhood Identified Concerns

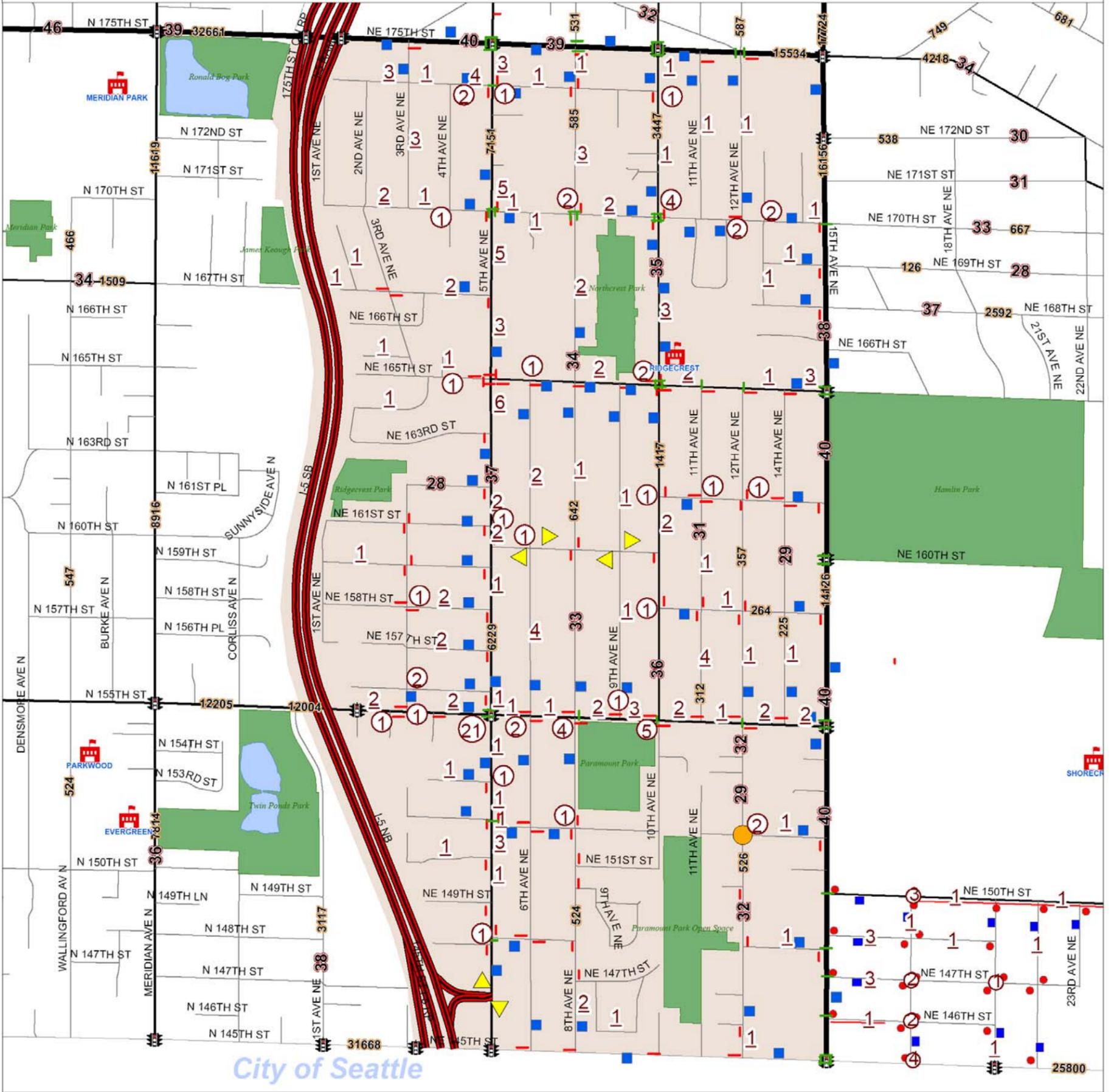
ID#	LAST NAME	SIGN	VEGEGATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1062D	STOLK			X		X			NEIGHBORHOOD WIDE	POST SPEED LIMITS IN RESIDENTIAL NEIGHBORHOODS TO 25 MPH	Currently speed limit posted on many neighborhood streets. Review additional locations on site specific basis and where appropriate	On-going



# SHORELINE RIDGECREST

Geographic Information System

## Existing and Historical Traffic Safety Conditions



### Legend

- School
- Traffic Circle
- Full Signal Control
- Park
- Open Water

- Radar Speed Sign
- Speed Limit Sign
- Stop Sign (Existing)
- Avg Daily Weekday Traffic Speed (2005-06)
- Avg Daily Weekday Traffic Volume (2005-06)
- Intersection Collision History (2001-2005)
- Mid-Block Collision History (2001-2005)

- Crosswalk
- Yield Sign (Existing)

0 0.05 0.1 Miles



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Plot date: 9/14/2005

## GENERAL COMMENTS FROM JULY 29, 2006 OPEN HOUSE SURVEY

The following are the comments received from the survey cards residents completed at the open house, in response to the presentation of the neighborhood plan recommendations.

- *Need crosswalk and stoplight on 155<sup>th</sup> and 8<sup>th</sup> or 10<sup>th</sup>. More More More sidewalks, particularly on 8<sup>th</sup>.*
- *#1 with bus stop, library crosswalk and stoplight on 175<sup>th</sup>. Cars speed to make the light at 175<sup>th</sup>. For residents trying to back out of get out driveways is “dangerous.”*
- *Re: the in-street crossing flasher. I recently crossed on NE 170<sup>th</sup> and 15<sup>th</sup> NE. After pushing the button to cross I did not know when to cross because there is no ped. indicator.*
- *There should be a speed limit sign on northbound 10<sup>th</sup> just north of 155<sup>th</sup>. Replace the fog line on the east side of 10<sup>th</sup> from 155<sup>th</sup> –165<sup>th</sup>.*
- *I like the reconfiguration of 15<sup>th</sup>. Now that the construction is almost done – the back ups aren’t happening and it is MUCH safer to make a left turn off 15<sup>th</sup>.*
- *We watch a great number of kids and families walking to and from Paramount Park on 8<sup>th</sup> Ave NE (south of 155<sup>th</sup>). Because the road is wide, vehicles speed regularly and often dangerously fast. Two cul-de-sacs empty onto 8<sup>th</sup> so there really are many pedestrians on 8<sup>th</sup>. Thanks so much.*
- *One citizen (not me) very adamant about getting traffic circles on lower 8<sup>th</sup>. Recommends the 152<sup>nd</sup> and 148<sup>th</sup> Aves NE have them. Would like to see sidewalk in-fill be all concrete!! That includes City’s project of sidewalks on 10<sup>th</sup>. Asphalt makes our residential/arterial streets look like “country”. We are a city! I feel that asphalt is substandard. Yes, I know it works structurally. I’m talking aesthetics. I’m sure that asphalt would not fly in other neighborhoods! Asphalt walkway with concrete driveways and required concrete sidewalk in new construction is too [sic] mix and match!!*
- *On the map entitled “Existing and Historical Traffic Safety Conditions” (2001-2005 too short a period of time) - Need more data! Should go back farther in time. This data is skewed.*
- *Use FOIA to access records from Seattle. I have found that the Public Works department is quite responsive to citizen recommendations!! I like the neighborhood forums such as tonight. The staff here tonight was patient, knowledgeable and gracious!! We are so luck here in Shoreline!*

- *The “temp” traffic circle at NE 170<sup>th</sup> and 12<sup>th</sup> NE has helped but it is too small. People still are able to speed around it. Make it permanent and make it larger! There are a lot of pedestrians on these streets and many are kids because of Ridgecrest Elementary.*
- *Neighborhood needs serious speeding infraction enforcement!! Crest Theater should not be allowed to use residential parking for their commercial parking needs.*
- *It’s painful to see so much money going into “renovation” of downtown North City and the complete resurfacing of 5<sup>th</sup> (so cars will only go faster) and yet see so many blocks without sidewalks. I understand they are all separate projects with separate funding but it’s all taxpayer dollars from the laypersons view.*
- *There are up to 20 kids or more in this area (10 blocks).*
- *Need to fill in corner ditches.*
- *Should recalibrate the traffic lights at the intersection of 175<sup>th</sup> and 10<sup>th</sup> Ave NE so that traffic travel N-S doesn’t have to wait too long (2:20 min wait at the light is too long.)*
- *I have very little confidence in public comments process in Shoreline. No one at any of the meetings supported making 15<sup>th</sup> NE into a 3 lane street, but it happened anyway. I fell you are just going through the motions of taking comments to meet legal requirements.*
- *I can be a contact if needed. Thanks for your help and support.*
- *Sidewalks and cubs with on-street parking will slow traffic. Make 15<sup>th</sup> NE 4 lanes again. Quit doing projects that take forever! I have never seen any projects anywhere take so long as in Shoreline. Are all your contractors incompetent? Make Shoreline part of City of Seattle!*
- *Realistically residents of Shoreline need to understand freely moving traffic will reduce wait times increasing patronage of North City businesses, etc. Nowadays folks are avoiding 15<sup>th</sup> and 99 through Shoreline which means fewer people who want to visit Shoreline. This can’t be good for the economic viability of the city to appease a few angry people who live on a high volume street.*