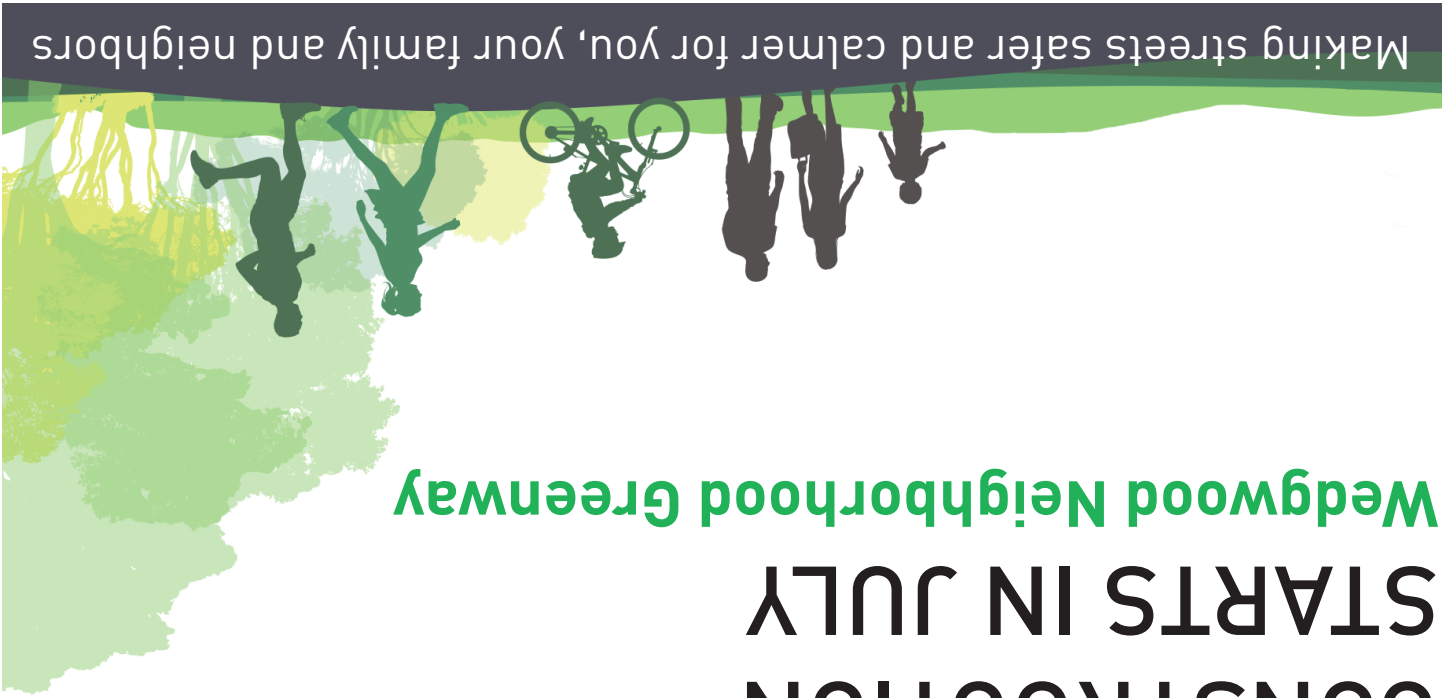




Seattle Department of Transportation

P0 Box 34996
Seattle, WA 98124-4996

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Making streets safer and calmer for you, your family and neighbors

SPEED HUMP CONSTRUCTION STARTS IN JULY

Wedgwood Neighborhood Greenway

Seattle Department of Transportation



The Wedgwood neighborhood greenway on 39th Ave NE opened in 2012 and was extended north of NE 80th St in 2014. In 2014, we evaluated the existing greenway, which met many of our current design guidelines, but lacked speed humps to encourage calm speeds. To determine if speed humps were needed car volumes and speeds were analyzed.

WHAT WE LEARNED

Traffic volumes along the route range from about 100 to 300 vehicles a day falling well below greenway design threshold of 1,500. The speed in which 85 percent of people are driving at—or below—is 25 to 27 miles per hour (mph). This is higher than the posted speed limit of 20 mph and confirms speed humps are a good investment. At lower speeds, people driving can see more of their surroundings and have more time to react to possible hazards.

CONSTRUCTION SCHEDULE

About one speed hump a block will be added along 39th Ave NE between N 80th Street and the Burke-Gilman Trail. Construction is scheduled to begin early-July and be done over six to eight weeks. We are installing the speed humps in-between larger paving projects and work will happen in one to two day periods. Speed hump warning signs are already in place and bagged. Adjacent properties will be notified of construction in advance when No-Park signs are placed.

QUESTIONS?

Visit the project web page at www.seattle.gov/transportation/wedgwoodgreenways.htm

Learn more about the success of speed humps at <http://sdotblog.seattle.gov/2014/10/31/the-speed-hump-report/>

Contact Dawn Schellenberg
Dawn.Schellenberg@Seattle.gov
(206) 684-5189



Speed humps are about three inches high and 12 feet long. They support a 20 mph speed limit and discourage cut through traffic.

MORE PEOPLE ARE WALKING AND BIKING

We also took feedback via an online survey. The majority of people sampled said they walk and bike along 39th Ave NE and have seen more people walking and biking since it's become a neighborhood greenway. This is great news. Neighborhood greenways support a flexible transportation system. One where people have choices and can safely make their trips walking, biking and driving.