

# Frequently Asked Questions

## Topic: South Wynnedale Pilot Project for Speed Humps

### 1. What is being asked of residents?

Your response! On August 20, 2024 the Wynnedale Town Council considered a proposal from the Safety and Security Task Force for a Pilot Project to install removable speed humps (not speed bumps\*) in **south** Wynnedale. As part of its consideration, the Town Council directed the task force to obtain feedback from residents on this recommendation before final consideration of the proposal.

### 2. Why is this pilot being proposed?

- The March 2024 Safety and Security Survey indicated that 70.3% of respondents experienced or witnessed speeding or unsafe driving in Wynnedale. Results were published in Spring 2024 Newsletter page 9, available on Wynnedale web site.
- The task force spent more than a year evaluating a variety of options, including speed humps to address these concerns, culminating in its proposal to the Town Council.
- Although the speed limit is 25 mph in Wynnedale, frequent speeding occurs, indicating that a posted speed limit has not been an effective deterrent for speeding and unsafe driving.
- Speed humps are more effective in reducing speeds than speed limit signs, line marking alone and traffic cop to enforce speed limits.
- Permanent speed humps and bumps are being used in local neighborhoods nearby like Crows Nest and 52<sup>nd</sup> St between Grandview and Highland Golf Club house.

### 3. What are the goals of this intervention?

- Reduce speeding and unsafe driving, especially by pass-through nonresidents and delivery vehicles.
- Deter cut-through traffic.

### 4. How much will this pilot cost?

A pilot project to reduce speed in south Wynnedale by installing 6 removable speed humps and 10 caution signs should not exceed \$9500, including shipping.

### 5. Why start in south Wynnedale for pilot?

- There are many families with children in the community and frequent walkers and bicyclists. South Wynnedale has no sidewalks, therefore pedestrians and cyclists share the road with vehicles.
- Cut-through traffic and not stopping at 4 way stops is typically observed in south Wynnedale.
- Speed humps in north Wynnedale may be considered based on pilot project results and feedback.

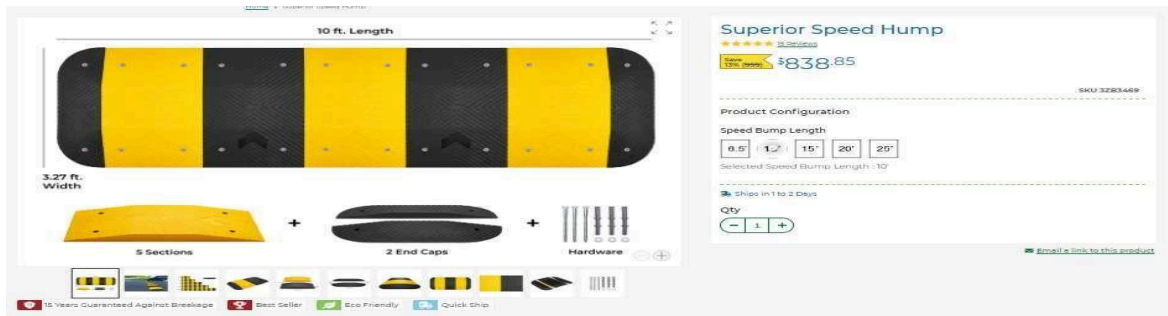
### 6. Why use a removable speed hump rather than the asphalt permanent hump?

A trial run of removable humps allows evaluation without the expense of installing permanent asphalt humps. Six hump locations could be adjusted upon review of how the speeding and cut through traffic is affected. If humps are effective, permanent asphalt humps can be incorporated into a future major paving project.

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The TreeTop® sample product shown is 10' long by 39" wide, weighs 335 lbs and includes end caps and pins. Speed humps are available in black or black/yellow combinations. There are various sizes that can be installed based on the width of the road.\*



### 7. Where will the locations of speed humps exist?

- Knollton Rd southbound in south Wynnedale
- Knollton Rd northbound in south Wynnedale
- Wynnedale Rd between Knollton and Roland Rd
- Roland Rd between Wynnedale Rd and Wilshire Rd
- Wynnedale Rd between Knollton Rd and Cold Spring
- Wilshire Rd between Knollton Rd and Cold Spring

### 8. How will we avoid hump damage by snow plow in winter?

- In winter, snow plow contractors need to be notified in writing of hump locations to avoid humps.
- Caution signs will be installed next to all humps

### 9. What is difference between speed humps and speed bumps?

- Speed *bumps* are 3-4 inches high and less than 1 foot across. Typically used in parking lots and designed to slow vehicles to 5-10 mph. Speed bumps are more aggressive in slowing traffic.
- Speed *humps* are 2-4 inches high but wider across, typically 3 feet or more to reduce speed to 15-20 mph. Speed humps are more forgiving.
- The gradual slope of speed humps is designed to slow cars to cross at a safe speed without damage to the car.

### 10. Has Wynnedale tried to use speed humps in the past?

No. There have been repeated and ongoing concerns on speeding and unsafe driving recorded in newsletters and minutes from Wynnedalians. The last documented residential survey on speed bumps (not speed Humps) was conducted in March 1998, prior to a large paving project in south Wynnedale. At that time, many of the impacted residents were not in favor of speed bump installation. The results did not necessarily reflect residents' position on speed humps. Moreover, the make-up and demographics of the neighborhood have changed dramatically in the 26 years since that survey was conducted.

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Now that humps are available, they may be an acceptable alternative to bumps to improve driving safety and deter cut-through vehicles.

<https://www.wynnedale.org/wp-content/uploads/2024/04/Meeting-Minutes-March-12-1998.pdf>

<https://www.wynnedale.org/wp-content/uploads/2024/04/Meeting-minutes-April-16-1998.pdf>

**To GO BACK and submit survey, please click on 'X' in tab at the top of browser to close this document.**

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