CT Department of Transportation
Installation of Centerline Rumble Strips on Route 196 (Skinner Street/Young Street) in East Hampton
Virtual Public Information Meeting for the Town of East Hampton
January 16, 2025 – 6:00 p.m.
Zoom Live Event

Report of Meeting

In Attendance: There were 5 attendees in the Zoom webinar.

Presentation: The meeting went live at 5:55 p.m. with an informative introduction slide for attendees to view before the event began. The official start of the meeting was at 6:00 p.m. with an introduction from Connecticut Department of Transportation (CTDOT) Engineer Yi Lou, who also covered the process for how attendees could interact with the project team. Ms. Lou gave a 20-minute PowerPoint presentation, followed by a Question-and-Answer session. Natasha Fatu, Balazs Szoke, Rob Smith, and Shane McLean were also present and involved with the event on behalf of the Department.

The presentation covered the following items:

- The extents of proposed centerline rumble strips (CLRS) installation on Route 196
- The safety benefits of centerline rumble strips
- The crash history on this segment of Route 196
- The schedule and estimated Construction cost, which is $7,000 and using 100% State funds
- Question-and-Answer session

Comments and Questions: The questions and responses from the Q & A session are listed below.

1. **Question:** Concerns about the noise generated by the installation of centerline rumble strips.
   Response: The installation of rumble strips is a moving operation. The work is done during non-rush hours. Construction vehicles work and travel at 2-3 miles per hour to install the centerline rumble strips. For the two segments totaling 1.5-miles, they are anticipated to be completed in a day. There will be very little disruption to traffic. Regarding the noise generated by the centerline rumble strips after the installation, the sinusoidal rumble strips make noise inside the vehicle but very little noise outside. CTDOT looked into the residential density to make sure there are only a few residences within 100 ft of the road. One of the aims of the CLRS is to minimize drivers going over it. CTDOT expects little disruption to the residences after installation. At the locations where CLRS are installed, sound can only be heard if standing next to the road when someone is driving over the rumble strips. CTDOT has not received recent complaints regarding noise after CLRS are installed. The concerns are usually raised before the installation. CLRS is a countermeasure to prevent crashes. The sound of someone driving over the CLRS is less disruptive than a crash.

2. **Question:** Are rumble strips considered a measure to reduce speed?
   Response: No. CLRS are not a speed deterrent. CLRS is a countermeasure to prevent cross over crashes.

3. **Question:** How many people are in this meeting?
   Response: There are 5 people attending this meeting.

4. **Question:** Rumble strips and motorcycles do not go well together. Add in some freshly painted lines and some wet surfaces and the coefficient of friction between tires and road surfaces greatly decrease. Not to mention the vibrations encountered.
   Response: The grooves for centerline rumble strips are much shallower than the ones on highway shoulders. CLRS are less intrusive than those on the highways. The time of crossing the centerline while turning onto a side road or driveway is minimal. There is no research that suggests the CLRS cause stability issue or friction decrease for motorcyclists and other two-wheeled vehicles if they're only on the CLRS momentarily to cross; instead rider/driver behavior has been shown as a central factor in crashes involving those types of vehicles. Riding on the CLRS for an extended period is not recommended. The Federal Highway Administration has allowed CLRS to be installed in areas with existing passing zones. Additionally, there are breaks in the CLRS at intersections with town roads and the rumble strips are also less noticeable when making left turns where there aren't breaks.

5. **Question:** Concern about the quality of life for the residents along the road. When trucks go over the centerline on Young Street at midnight now, the sound can be heard loud and clear if the windows are open. Have rumble strips already been done on Young Street, or is it the result of the paving? Will CLRS stop people from driving over the centerline?
   Response: CTDOT will take all concerns into consideration while determining the final CLRS installation locations. What is currently on Young St. is not CLRS. The pavement has been recessed under the pavement markings, which contain retroreflective glass beads for increased visibility. Recessing the pavement markings improves the life cycle of the pavement markings. Vehicles driving over the centerline unintentionally is what CLRS are intended to prevent, as a proactive countermeasure. Residential density along this segment was investigated. There are a few houses along this segment, but the majority of the houses are over 100 ft away from the road. In addition, the sinusoidal rumble strips are quieter than the ones previously installed. Where CLRS are planned on this road, there is sufficient shoulder width. If vehicles continue driving over the centerline even with CLRS installed, CTDOT welcomes discussions with town for increasing enforcement or speed reduction measures.

The meeting ended at 6:43 pm when new Zoom Q&A questions stopped coming in. Any outstanding email questions not answered during the meeting were followed up by email. Attendees were reminded to fill out the survey and that the comment period would be open until January 30th, 2025, should anyone wish to submit further comments or questions to the project email or phone number.