



Jesse Arreguín
District 4

CONSENT CALENDAR
July 2, 2013

To: Honorable Mayor and Members of the City Council
From: Councilmembers Arreguín and Wozniak
Subject: Transverse Rumble Strips

RECOMMENDATION:

Refer to the Public Works, Transportation and Disability Commissions for study the possible application and impacts of transverse rumble strips as a traffic calming measure on select non-residential streets that experience high-volume pedestrian crossing.

BACKGROUND:

Transverse Rumble Strips (TRS) are a series of indentations or raised bumps in the road to alert drivers to dangers or changes in the road and the need to take precautionary action, similar to the strips used on the eastbound Bay Bridge to slow traffic before the “s-curve.”

There is a need for cost-effective traffic calming measures along several high-volume thoroughfares that are heavily crossed by pedestrians, such as Oxford Street between Kittredge Street and University Avenue. Vehicles consistently exceed the speed limit at these locations and pedestrians often find it difficult to cross safely. The following link contains a video that demonstrates the danger faced by pedestrians near the Crescent at Oxford Street: <http://www.youtube.com/watch?v=2SadLY0dqds>

TRS can be effective to varying degrees in reducing vehicle speeds and accidents, depending on the context of application. However, the mitigation effects of TRS are also accompanied by increased external noise and safety hazards for bicyclists.

The Public Works and Transportation Commissions should report back to Council with recommendations after studying the following:

- The cost and ease of installation of TRS compared to other types of traffic control
- The effectiveness of TRS in alerting drivers and decreasing vehicle speeds compared to other types of traffic control, particularly at street-level speeds
- The potential audible impacts of TRS at varying distances, taking into account TRS design (indentation depth and spacing) and street-level speeds

- The impacts of TRS on bicyclists and possible applications that mitigate or eliminate those impacts
- The potential to combine TRS with other types of traffic control, such as signage
- Possible criteria and standards for appropriate TRS installation, as well as possible sites that may benefit from TRS

Below are links to select studies regarding TRS for initial reference:

Texas DOT, "Effectiveness of Rumble Strips on Texas Highways: First Year Report"
<http://d2dtl5nmlpfr0r.cloudfront.net/tti.tamu.edu/documents/0-4472-1.pdf>

CalTrans, "Traffic Noise Generated by Rumble Strips"
http://www.dot.ca.gov/newtech/researchreports/preliminary_investigations/docs/rumble_strip_noise_preliminary_investigation_3-5-12.pdf

FINANCIAL IMPLICATIONS:

None.

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