

Capital Circle Southwest Community Representative (CR) Meeting 3 February 8, 2007

Meeting Notes

Welcoming Comments: Steve Godfrey welcomed everyone for attending.

Noise Overview: Traffic Noise - Understanding and Managing Noise

- Difficult at this time because we don't have any alternatives decided.
- What is acceptable?
- What is noise? Noise is defined as any unwanted sound.
- What is the difference between sound and noise? Noise is a level of sound that becomes evasive.
- What are sound levels? Sound is not automatically noise.
- How is it measured? It is measured by a small sound meter that determines sound.
 - Three things we can measure on sound? How big, frequency, and duration, how long it lasts.
- The meter measures pressure in the air to tell us how loud it is.
- How is it predicted? Ability to accurately forecast is an important element.
 - Starting at a known distance with a known source, gives us a reference source.
 - Models are based on reference source.
 - Most models today are ray chasing.
 - Use point source, line source.
- How is it measured? Quantity of information and district of information.
 - More than spot sample, continuously 24 hours and different hours of day at each place.
 - What are typical noises in different areas?
 - Are most near major roads? Four are, two are not
 - Gaps in traffic and how loud it is.
 - Studied two sites away from traffic. Wanted to find out what was going on around the lakes.
 - Exception, further away from airport.
 - Linda Sims-Davis – Orange Ave. not heavily populated. Sound dominated by traffic on Orange Ave.
 - Collected data when airplanes were using different runways
 - Wanted open areas

- Is your sound level going to affectively determine sound between the neighborhoods?
- Location #3 jumps because of airplane operations.
- LEQ – data has not been reduced.
- S8 – Influenced by high peaks.
- Final reporting could be different.
- Multiple calibrations during the evening.
- Noise levels change continuously overtime.
- The average reported was based on linear.
- Very important to understand events that are going on., i.e. firecrackers
- Noise Addition? Amount of decimals you add to the highest level.
 - Doubling traffic does not double it, it increases it.
 - Adding two sound levels, energy goes up by two, not decimal.
 - Newsletter was wrong, it said decimal.
 - Noise changes with distance? Significant when you move away from roadway.
 - Scott Hannah – show a plot not table. People will get lost with table.
 - Laurie Thomas – will help out to better understand plot vs. table.
 - Steve Godfrey - good point.
- Typical noise levels? Important for people to understand what noise sounds like?
 - Does road speed have effect
 - Open graded asphalt can absorb sounds, louder in a car, quieter on road.
- Safety and durability issues – combine and repave.
 - % trucks make difference on noise
 - Grade makes difference
- Noise Perception – people will be concerned with increase in noise.
 - Noise abatement criteria
 - Usually 15DB, if not look at different criteria
- Noise Attenuation? Best ways to avoid noise is choosing an alignment.
 - Alignment
 - Vegetation
 - Berms
 - Walls or a combination
 - Berms and walls are best solutions or combination.
 - Charlotte, NC uses combination of wall and vegetation.
 - Living Wall – more expensive and takes up more ROW.

- What does a noise wall do? Noise barrier, shadow zone
 - How tall, how long
 - Blocking pressure before it gets to neighborhoods
 - Example of local noise walls. i.e. Thomasville Rd., Blair Stone Rd.
 - Bill Little – Heard you can increase noise by putting wall on separate side?
 - Wall causes noise to diffract downwards.
 - Wind and temperature have effect on noise
 - Aesthetics – City of Boston, Public Programs
- Thumbnail Guide:
 - Alignment
 - Selection vs. noise barrier
- Things to Remember:
 - Specific Ideas
 - Martha Wellman – By page two was ready to throw away. Need to simplify so public will understand, to technical.
 - Will lose the reading public, not reader friendly.
 - Martha Wellman – Would like to see examples of different quality of walls.
 - Steve Godfrey – too early to deal with walls until you get into design.
- Traffic Newsletter Comments:

Scott Hannah – consider who we are writing for, lose section of sound; don't go into two dead engines. Give a summary/example.

 - Chapter 17 simplify, show we are going to make measurements to see if the models are good.
 - Steve Godfrey – concerned wants the community to be informed about noise.
 - Suggestion – to simply do one page and put both on website.
 - Bill Little – Newsletter – show a side bar for summary of details.
 - Martha Wellman – one page back and front.
 - Agreed simplified one page version for the community.
 - Get to key points without telling how you get there.
- Update on District Forums: District Forums have started.
 - District 4, was on February 6 at Crossway Baptist Church
 - District 5, February 8 at Innovation Park/FSU Research Foundation.
 - District 2, February 10 at Seminole Reservation
 - Suggestion for neighborhood signs – put date and place on them.
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- Update on Meetings:
 - April 12th Community Town Hall Meeting – No Community Rep Meeting.
 - May 24th – Concept Charrettes
 - Suggestion that Concept Charrettes needs to be held two days, include a Saturday

All Districts:

Next Meeting is March 8, 2007 at 5:30 p.m. Carlana Hoffman sent outlook appt. for March 1. Need to check calendar and confirm which date meeting is on.

AGENDA

Community Representatives Meeting Number 3

Noise Newsletter

Thursday, February 8, 2007

5:30pm – 7:30pm

- I. Eating and informal discussion**
- II. Traffic Noise Newsletter**
 - **Basic Noise Fundamentals**
 - **Working with Noise Levels**
 - **Monitoring of Noise**
 - **Methods for Minimizing the Impact of Noise**
- III. Update on Facilitated District Forums, Community Meeting,
and Concepts Charrette**
- IV. Subject Matter Remaining from Previous Meeting**
- V. Other Known Community Concerns**
- VI. Focus for Upcoming Meeting**
- VII. Comments from Other Community Members**