

Transit Noise and Quiet Zones

Transit Noise

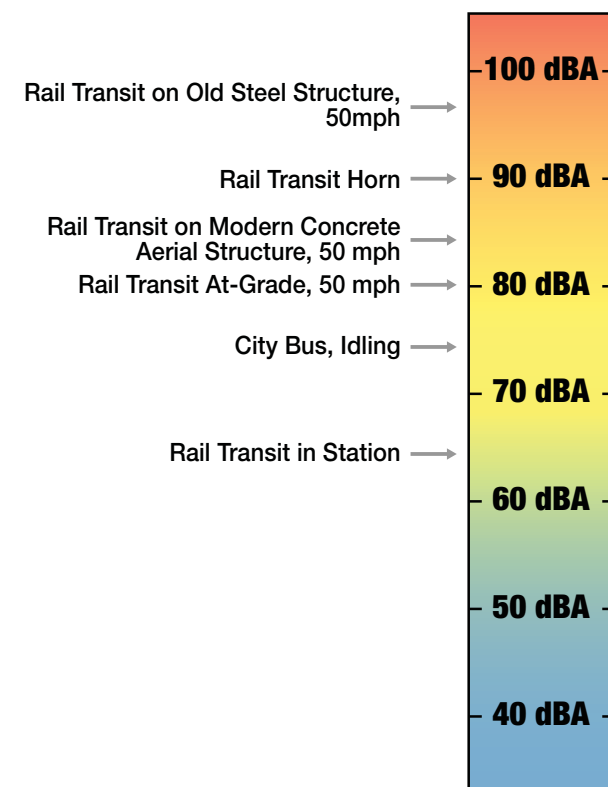
Transit noise exposure and level of impact are determined based on the transit system operations and its proximity to sensitive land uses or receptors (e.g. churches, places where people sleep, and other places where a quiet environment is essential). Noise is typically defined as unwanted or undesirable sound. A system called “A-weighting” is commonly used when measuring noise to provide a value that represents human response. Noise levels measured using this system are called A-weighted levels, and they are expressed as dBA.

2 to 3 dBA change - Barely perceptible

5 dBA change - Readily perceived

10 dBA change - Perceived as a doubling of noise

Transit Sources at 50 ft



Non-Transit Sources

Outdoor at 50 ft Indoor at 3 ft

Rock Drill	Shop Tools, in use
Jack Hammer	Shop Tools, idling
Concrete Mixer	Food Blender
Air Compressor	Lawn Mower
Lawn Tiller	Clothes Washer
Air Conditioner	Air Conditioner
	Refrigerator

Mitigation

RTD intends to implement Quiet Zones along the East Corridor to address potential noise impacts. RTD will assist local jurisdictions with their quiet zone applications to the Federal Railroad Administration (FRA). Local jurisdictions must submit quiet zone applications.

What is a Quiet Zone?

A quiet zone is an area at least ½ mile long where freight and commuter rail trains do not need to sound their horns, except for safety-related reasons. Quiet zones along the East Corridor are shown below

