

CITY OF GLENDALE DEPARTMENT OF PUBLIC WORKS
Responses to Questions/Comments Received During
Virtual Community Meeting on 12/13/2021

Question/Comment No. 1 – (Walter Bagranyan)

Since 1994, traffic on the I-210 freeway has increased and no freeways have been built since. Caltrans should pay for the soundwall since they're no longer funding freeway infrastructure. The walls should be put in. Also, mountains and natural landscape help to absorb noise. Trees would be a good barrier.

Response to Question/Comment No. 1:

Caltrans will try to preserve any tree that will not be effected by the soundwalls. There is research and trees don't provide much benefit in terms of noise reduction. If trees were to be used as a noise barrier, the tree area has to be at least 100 feet wide with evergreen trees to provide noise reduction. We do not have that space/zone to plant the trees along the soundwall in California urban areas.

Question/Comment No. 2 – (Daniel Brehm)

"Noise and traffic in the area are substantial, especially off the Lowell ramp exit. Since there appears to be funding issues, consider hiring traffic police officers and set up digital speed radar signs. Please extend the wall to the Sunland/Tujunga area since there is a school and church that would benefit from the noise mitigation.

Response to Question/Comment No. 2:

Sundland/Tujunga is not within the City of Glendale limits.

Question/Comment No. 3 – (Christina Rooney)

a. Were the sound measurements taken during 24-hour period? When were they taken? What was the methodology used for sound measurement?

b. What is the construction process as relates to green space? This vegetation by itself provides a sound damping. Is the green space like mature trees that are 50, 60 feet tall, going to be preserved between our property and soundwall? I would hate to see this removed.

c. I have question in term of methodology used for measuring? Is an existing method used in the compliance with the federal sound standard given anticipating sound? Are we building for today or the future?

Response to Question/Comment No. 3:

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- a. We have conducted short (24-hour) and long term noise measurements for the community north and south of the freeway. Noise measurements shared in the presentation were the peak value.
- b. Caltrans will try to preserve any tree that will not be affected by the soundwalls.
- c. See response to Questions/Comment 3a above.

Question/Comment No. 4 – (Kevin Altar)

Eastbound traffic on the 210 is horrible. Big rigs cause disruption because they use jake brakes. Why did the study not include the EB side of I-210 from Boston to New York Ave on the eastbound southside? What will Caltrans do about the traffic noise?

Response to Question/Comment No. 4:

Soundwall study was done between Lowell Avenue and Pennsylvania Avenue, including eastbound from New York Avenue to Boston Avenue.

Question/Comment No. 5 – (Dino Lapardo)

Why not study the sound between Boston and New York as previous caller suggested? We are at higher altitude and heavily impacted by sound. Question for Caltrans—why not use asphalt, which absorbs sound better than concrete? This was done on the 101 freeway in Studio City. Why only reduce 5 decibels vs. a total reduction of sound? This was done on the 101 freeway in Studio City.

Response to Question/Comment No. 5:

Soundwall study was done between Lowell Avenue and Pennsylvania Avenue, including eastbound from New York Avenue to Boston Avenue.

There is a traffic noise misconception; Traffic increase does not necessarily mean more traffic-related sounds. Noise is proportionate to volume. When traffic volume increases, traffic speed goes down and noise level scales back. Rush hour does not cause higher noise traffic. The peak noise occurs just before rush hour times. A higher wall may not mean a reduction in sound. Based on our computation and modeling, a 14 feet soundwall is determined to be most effective in terms of cost and noise reduction. A higher wall may reduce noise a few additional decibels but construction cost increases by additional 30 to 40%. The soundwall will not eliminate trucking noise, you will just hear less noise. Caltrans did research in last 10-20 years using different types of pavement. The rubberized asphalt pavement (AC) generate less noise but maintenance cost is high, and we have to go back every 10 years to replace it. Using AC pavement type as a sole source to mitigate noise is not approved by federal government standards. Research in asphalt pavement continues however. Soundwall provides the

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greatest benefit to homes within 300 ft of the wall. Further away from this area and community up on the hill may not benefit at all from the soundwall.

Question/Comment No. 6 – (Lisa Morris)

I can hear freeway sound but as a general rule I am not for the soundwall. I see slopes, vines, trees, I see a scenic freeway. Since the freeway is in a gully, I do not know how the soundwall will stop sound from traveling up, I do not understand it engineering wise, I think engineering wise, wall will not do any good. Why not put the soundwall along homes and commercial establishments? Wouldn't the wall be more effective along these specific properties? I worry about graffiti. It is a scenic freeway, it is beautiful and I do not think it is going to be pretty once the wall is up. I think the small amount of decibel reduction is not worth of cost.

Response to Question/Comment No. 6:

See Response to Question/Comment No. 5 above.

Question/Comment No. 7 – (Carlyle Franklin)

- a. How is remaining funding going to be funded?
- b. What is the schedule for design and subsequent phases (construction)?
- c. What has been completed and what has not been completed?

Response to Question/Comment No. 7:

- a. Additional \$30 million funding needed: City will seek other sources such as Federal, SB-1, or other grants. Please note the initial estimate of \$50M is also subject to change until the design is complete.
- b. The project schedule is posted on the project website and is subject to change based on the funding availability.
<https://www.glendaleca.gov/government/departments/public-works/projects/current/interstate-210-freeway-soundwall-construction-project>
- c. See Response to Question/Comment No. 7b above.

Question/Comment No. 8 – (Nick Grigorian)

We live north of freeway, near Pennsylvania Ave. We are on 3rd floor, can't open our windows, the noise is horrible. When will the wall be built?

Response to Question/Comment No. 8:

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See Response to Question/Comment No. 7b above.

Question/Comment No. 9 – (Ian Drazn)

- a. Is \$29M or \$9M available for the project?
- b. What is the decision process to situate the wall?
- c. When funding is available will there be a project phasing plan?

Response to Question/Comment No. 9:

- a. \$20 million is currently available for the project.
- b. If we cannot secure funding for \$30 million needed to do entire project as a one-phase project, we'll study potentially phasing the project. How many phases and when, that is something to be determined based on the funding availability.
- c. See Response to Question/Comment No. 9b above.