

From: [ning.cui](#)
To: [Community Development Email](#)
Subject: Fwd: NO 'Highway Larkspur'
Date: Sunday, May 20, 2018 9:30:16 PM
Attachments: [response to city 2.docx](#)

Dear City staff,

Thanks for the City for the evaluation. We appreciate the initial investigation. 11 household at 59th Circle, 60 Th Ave and 61st Circle are surveyed second time to response for the evaluation. 10/11 are not satisfied with it due to the multiple faults which is discussed in the attachment. 11/11 think the City should take actions to 'fix' the issues. We strongly propose the following as the possible solutions to improve community safety and health.

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1. Distribute current traffic flow burden.

- i. East side new community should have their own exit to Lake Rd.

2. No heavy truck on Larkspur.

- i. New development can use NW Payne St where nobody lives there or another route.

3. Noise barriers wall at NW Larkspur

4. Extended bike line and Public parking line at NW Larkspur and 60 Th Ave for pedestrian safety and bike riders

5. Roundabout at the intersection between NW Larkspur and 60 Th Ave with four-way yield sign

6. Speed control at NW Larkspur and 60 Th Ave.

- i. Consider school zone speed since it is close to Skybridge and two bus stop at 60 Th Ave.

7. Yield sign to pedestrian at the intersection between NW Larkspur and 60 Th Ave. Zebra line

Best regards,

NW Larkspur community

NO 'Highway Larkspur'

- Public safety and health threat at NW Larkspur still exist

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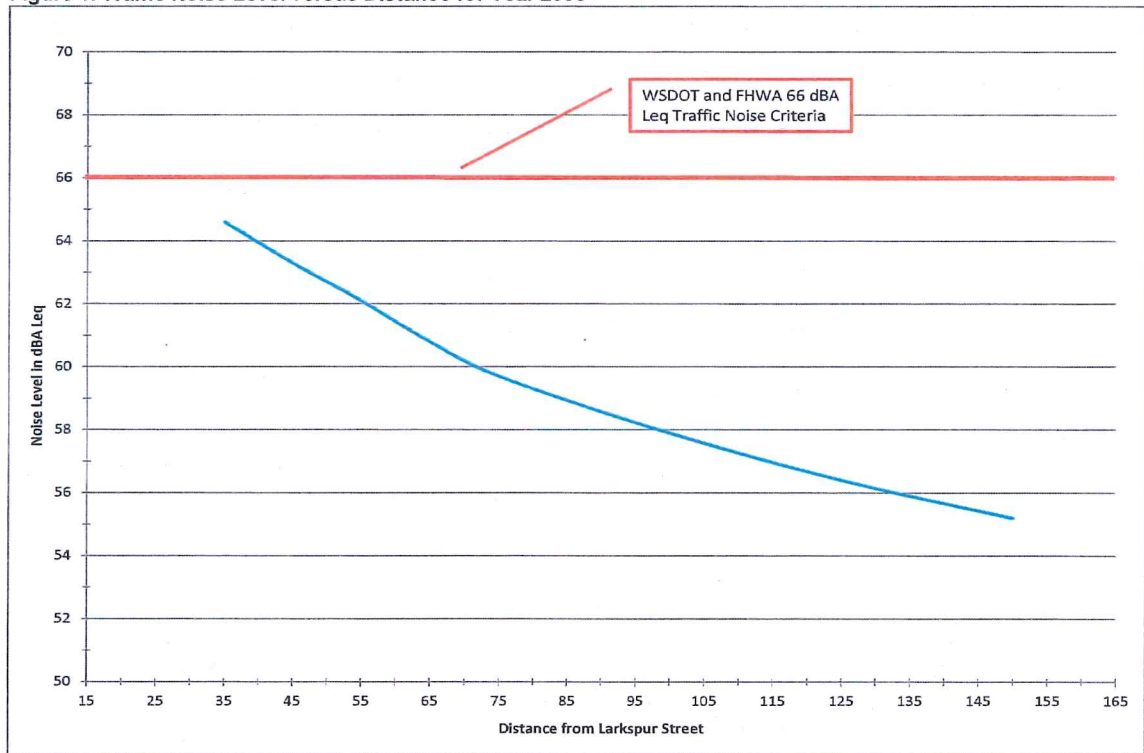
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- **Faults from Mr. Minor's evaluation:**

- According to Mr. Minor's model, the noise level is approximately 67 dBA at the distance of 15 feet. There is only 6 feet wide sidewalk in between NW Larkspur and our property. So the noise in our property should be louder than 67 dBA according to the trend. Thus, the noise level is beyond the highway criteria of 66 dBA which is the violation of permissible maximum.

Figure 1. Traffic Noise Level versus Distance for Year 2035



- Per Mr. Minor's addendum, the predicted noise levels were calculated using estimated traffic volume. 99% of the traffic volume at NW Larkspur turn east to 60 Th Ave. It's reasonable to assume 60 Th Ave carries the similar noise level. The heavy traffic flow and loud noise will not decrease with distance but to spread out 60 Th. It is not the pattern on Figure 1. Our HOA had the concern several years ago prior to the east side new development. The new community should have their own exit to avoid overflow of 60 Th. Now the concern is the fact of 60 Th.
- Mr. Minor has clearly lack of knowledge about the residential noise rules from Washington state Department of Transportation (WSDOT). Highway traffic is only roadway which is exempted from that regulation (WAC 173-

60). Larkspur is not a highway. Mr. Minor claimed max of 66 dBA for exterior and residential family. But Environmental Manual stated clearly the maximum permissible environmental noise level for residential (Class A property) is **60 dBA** no matter where the noise source is (see attachment for more info). Our property should not be treated as a motel or Walmart store.

<http://www.wsdot.wa.gov/publications/manuals/fulltext/M3111/446.pdf>

WAC 173-60-040

Maximum permissible environmental noise levels.

EDNA OF NOISE SOURCE	EDNA OF RECEIVING PROPERTY		
	Class A	Class B	Class C
CLASS A	55 dBA	57 dBA	60 dBA
CLASS B	57	60	65
CLASS C	60	65	70

- According to the WSDOT residual maximum permissible rule and the report from Mr. Minor, with current traffic flow, **Larkspur road or 60 Th should at least be 75 feet away from our property in order to be compliance with max noise less than 60 dBA.** We couldn't imagine what will happen in the next 2-5 years if double traffic volume is added with the road extension project. Our houses are also approved by the City of Camas 10 years ago. What's the point of building houses which is not livable 10 years later.
- The noise level at Larkspur is underestimated because the loud noise is not counted. Per Mr. Minor's Table 1, heavy truck or loud motorcycles at 25 feet create the noise level at 90 dBA. It is also confirmed by our own realtime recording on 1/17/2018 when a heavy truck passed by 60 Th Ave. The Max is 84 dB indoor which is consistent with around 90 dBA outside. From the other hand, it also showed the software we are using is relatively

accurate for loud noise detection. That is the reason why 90% of surveyed household voted for heavy truck limitation which is rejected by the city. In addition, other loud noise includes racing cars, teenager speeding and commercial trucks.

Table 1. Sound Levels and Relative Loudness of Typical Noise Sources

Noise Source or Activity	Sound Level (dBA)	Subjective Impression	Relative Loudness (human judgment of different sound levels)
Jet aircraft takeoff from carrier (50 ft)	140	Threshold of pain	64 times as loud
50-hp siren (100 ft)	130		32 times as loud
Loud rock concert near stage, Jet takeoff (200 ft)	120	Uncomfortably loud	16 times as loud
Float plane takeoff (100 ft)	110		8 times as loud
Jet takeoff (2,000 ft)	100	Very loud	4 times as loud
Heavy truck or loud motorcycle (25 ft.)	90		2 times as loud
Major Interstate Highway (25 ft.)	80	Moderately loud	Reference loudness
Pneumatic drill (50 ft.)			
Medium plane (40 ft.)			

- The noise level at Larkspur is underestimated by the model limitation. No highway is built with steep angle like NW Larkspur and 60 Th. No highway requires acceleration and deceleration constantly and sharp turns. We mentioned it clearly in the survey report and showed the situation to the City engineer Jim Hodge in our front yard. However, this corner is not even mentioned in the evaluation.
- Base on Mr. Minor's model, our neighborhood is suffering from the high level of noise >66 dBA similar to the highway from the distal residual roadway which is a weird phenomenon when other nearby road are like ghost town.
- Mr. Minor failed to mention any criteria for nighttime noise although he did using another calculated model based on current calculated model. WSDOT stated it should be 10 dBA lower than daytime noise which means no more than 50 dBA. This rule is also applied to highway traffic to protect nighttime sleep. This is our home. It is not Walmart!!!