Areas North of Tenafly

Noise

The determination of noise impacts involves the analysis of decibel level (loudness) over time, relative to existing background noise. Areas north of Tenafly would not be affected by DMU or LRT vehicle noise, but these areas would continue to experience noise generated by existing freight service.

The service plans for Alternatives 1 and 1A, the DMU Alternatives, allow for combined passenger and freight service on the Northern Branch. As such, the freight schedule will not be significantly altered, and freight trains will continue to run on a daytime schedule similar to the one used today.

FRA safety regulations prohibit the operation of Light Rail Vehicles (LRT) in mixed rail traffic. This means that for Alternatives 2 and 3A, freight service would be shifted to the overnight hours, after passenger service has stopped for the day.

Areas north of Tenafly would experience wayside noise impacts and grade crossing noise impacts associated with freight rail service. For Alternatives 1 and 1A, these impacts would occur during the day. For Alternatives 2 and 3A, these impacts would occur between 10pm and 5am.

The table to the right summarizes the number of freight train pass-bys for each Alternative. Quiet zones, which restrict the use of train whistles at grade crossings, are one method that can be applied to mitigate the anticipated noise impacts.