

VMICC Meeting Minutes

August 17,
2020

7:05-8:33 pm
Online, using Webex

Meeting called by: Vashon-Maury Island Community **Type of Meeting:** Virtual Council meeting

Meeting Chair: David Vogel **Meeting Co-Chair:** Diane Emerson

Note Taker: Meeting was transcribed by Webex, summarized by Diane Emerson

Attendees: 52 people attended the meeting.

Participants:

1. Call-in User_2 (206999****)
2. Call-in User_4 (206854****)
3. Call-in User_5 (206371****)
4. Cheryl Lubbert
5. Clayton Langworthy
6. David Goebel
7. David Vogel
8. David Willingham
9. Dean Richardson
10. Diane Emerson
11. Dow Griffith
12. Ed Holmes
13. Elaine Dausch
14. Elizabeth Freeman
15. Gene Kuhns
16. Genevieve
17. Heidi McWatters
18. Jan Kuhns
19. Jeannie Berwick
20. Jeff Payne
21. Jill Johnson
22. Jim Diers
23. Jim Garrison
24. Kari Ulatoski
25. Kate Spelman
26. Kathryn Voeykoff
27. Kevin Mitcham
28. Kyle Britz
29. Laura Bienen
30. Linda Fox
31. Lisa Loeffler

32. Lynn Kidder
33. Marco Milanese Port of Seattle
34. Mary Woodring
35. Nicholas Simmons
36. Paul Boyes
37. Rayne Beaudoin
38. REVERT NEXT GEN
39. revertnextgendoug
40. Richard Bard
41. Rob Briggs
42. Rob Harmon
43. Roxanne Verdant
44. Ryan Maloney
45. Stan Shepherd Port of Seattle
46. Steve Bergman
47. Susan Nebeker
48. Terry Sullivan
49. Tom Fagerstrom - Port of Seattle
50. Vanessa Richter
51. Veronica Fernmoss
52. Will Lockwood

Those interested in watching the video of the meeting can do so for the next 4 months. The video of the meeting with transcription are available at this link:

<https://gardengreen.my.webex.com/recordingservice/sites/gardengreen.my/recording/playback/1708e40e79f8473a915dfb3bd9adf0d7>

Password: **yWh33apN**

The transcript of the meeting will be available as a permanent record of the meeting. Note: the transcript is an unedited version created by Webex's voice recognition software. While good, it is not perfect. Contact Diane Emerson to obtain a copy, at DianeEmerson@yahoo.com

Minutes

1. **Webex Instructions** – Diane Emerson
2. **Welcome** David Vogel
3. **July 20 meeting minutes** were reviewed and approved with one addition, the link to the summary of the July 20 meeting written by Paul Rowley of the Vashon Beachcomber.
4. **The meeting agenda** was reviewed and approved with one change, moving the discussion of board nominations before the Port of Seattle Airplane overflight noise presentation and discussion.

5. **Board Nominations –Jim Diers:** Jim touched on director duties and responsibilities, and how to self nominate to run for a director position. The main duties of board members are to listen to the community, and to engage the community so that we can get action from the county or take action ourselves and really come together as one united community. People are encouraged to self-nominate at www.vmicc.net

6. **Airport Noise - Port of Seattle** – David Vogel introduced Stan Shepherd, Sr. Manager Airport Noise Programs, Port of Seattle. Other members of the team present at the meeting included Marco Milanese, Community Engagement Manager, Port of Seattle and Tom Fagerstrom, Community Specialist, Noise Programs, Port of Seattle. Stan and his team gave a Powerpoint presentation on airport noise over Vashon, and did their best to answer questions from the community submitted in advance. The presentation is available in PDF form from Diane Emerson, at dianeemerson@yahoo.com . Here are the questions submitted in advance:

1) Gene Kuhns

We are almost directly under the new, narrowed flight path of the FAA’s NextGen sacrificial noise corridor. Our property used to be so peaceful with the rare flight occurring directly overhead. (pre-Covid they were almost 250 flights a day)

Pre-Covid, afterNextGen Created the narrow Corredor over our property, with the flight noise becoming almost incessant, we lost the rural and peaceful feel of our property, which is one of the main reasons we purchased our home here on Vashon and not in the middle of big, noisy Seattle.

The lack of air noise during the Covid outbreak has actually almost brought back the pre-Covid peaceful state. However, I am feeling air traffic beginning to increase again.

We have been striving to get a noise monitor set up on the island to prove that the air noise is incredibly destructive to our rural environment.

A location site for the noise monitor, on public property (A mandate by the port authority) was approved by the Vashon Park District on December 10, 2019, resolution 19-42 , located at Wingehaven Park.

My question is why has the monitor not been set up at this location?

2) Richard Bard

My current issue is airplane noise. As you may know, a couple of years ago the brilliant idea of changing the western approach to SEA from a diffuse corridor over Vashon and surrounding area to a straight GPS line between Point Piner on Maury and Dolphin Point

Road on the north end was effected. Some of us who've been impacted have been resisting; the FAA is almost all-powerful but one concession we won from the Seattle Port Commission was installation of a noise monitor on the Island. The SEA airport staff threw up some obstacles; David Goebel was able to get the Parks Dept. to okay an ideal site at Wingehaven that met the criteria, but the Port staff oddly isn't accepting the Parks resolution, and wants the VMICC instead to decide where the monitor should go.

Ideally the Community Council would take a unified attitude of sympathy for those of us who've been stressed by this NextGen flight path, and okay the Parks' Wingehaven site.

3) **Bob Townley**

One aspect I suspect is overlooked is the noise above ambient level on the Islands. I think noise meters only measure "noise". But 100 decibels, as an example, is much more intrusive in a setting where background noise is only 25 compared to where it is 75.

4) **Rayne Beaudoin**

"Is it true that the Port received 400,000 noise complaints in 2019?"

5) **David Vogel**

Can the Port comment on whether you are at liberty to make changes to the flight paths used now under NextGen (ie increase the altitude that planes fly over Vashon), or whether the flight paths can be disbursed more in order to accommodate the landowners whose properties have been so adversely affected?

6) **Will Lockwood**

While overflight noise can be a serious issue for Vashon, another issue is the net airport noise coming from airport ground activities. This affects Maury Island residences in particular, that face the airport. When the wind is calm or coming from the east, residents get continually bombarded with noise from the airport. At times this DNL is like a non-stop thunderstorm. It starts as early as four o'clock in the morning and continues until after dark. The third runway made this issue much worse.

Will the Port of Seattle be placing a noise monitor on a property that is line of sight to the airport to monitor direct airport noise on Maury?

What can be done to mitigate this steady rumble?

7) **Vanessa Richter**

I have been sending in consistent noise comments and requesting feedback as traffic over my home has increased. To date I have had no response and I am curious when I should

expect someone to acknowledge my comments and how I can communicate with someone about the changes that have occurred?

8) David Goebel – Complex Questions to be researched by Port and answered at later time

(1) How has the number of Southflow East->West Downwind Crossovers penetrating a 4 mile horizontal gate centered on the current waypoint VASHN location changed over each of the past 10 years (both in absolute numbers and normalized to the 2019 SeaTac operation count)?

(2) For Southflow Westside Downwind Arrivals only, how has the average distance in level flight, between the initial descent from cruise altitude and the runway, changed over each of the past 10 years? For that same set of arrivals, how has the distance weighted average of level flight altitudes changed over each of the past 10 years?

The answers to these and other questions submitted during the meeting are available on the meeting video and transcript.

One of the key resources shared during the meeting on this topic was the results of a recent court case in Phoenix, Arizona. Here is a link to that judgement, supplied by David Goebel:

[https://www.cadc.uscourts.gov/internet/opinions.nsf/DF8089F070552F818525818B00501670/\\$file/15-1158-1690499.pdf](https://www.cadc.uscourts.gov/internet/opinions.nsf/DF8089F070552F818525818B00501670/$file/15-1158-1690499.pdf)

Next Steps on This Issue: We have formed an Airplane Overflight Committee, headed by David Goebel. Members of the community who wish to join the committee should contact David, at david@vifs.org

The plan is to vote on our committee's recommendation for placement of the noise monitor at our September 21 meeting, and we will convey that recommendation to the Port of Seattle without requiring their attendance at our VMICC meeting. The location needs to be accessible, secure, and have electricity.

7. **Community Announcements** – no announcements
8. **Issues for Future Meetings** – One possibility is the discussion of how the Community Council can help support Island businesses struggling with the impact of the pandemic.
9. **Next Meeting**: Monday, September 21, 7pm, via Webex.
10. **Adjourn**