

Supplemental Materials

Figure S1 shows that there is no association between the number of passing trains at each train segment and the segment noise level. Similarly, figure S2 indicates that occupant unusual activity (yes/no) is not related to the segment noise level.

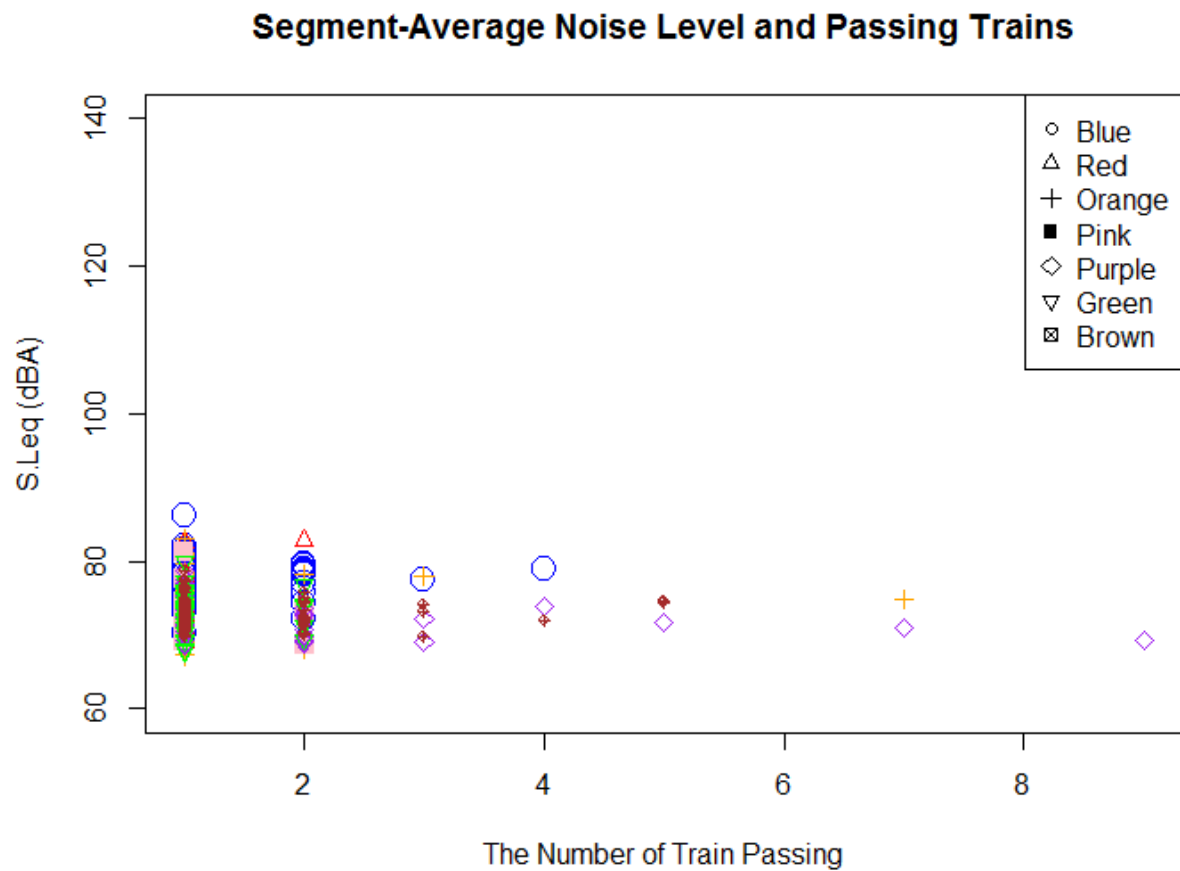


Figure S1: Segment-Average Train Noise Level by the Number of Passing Train at Each Station

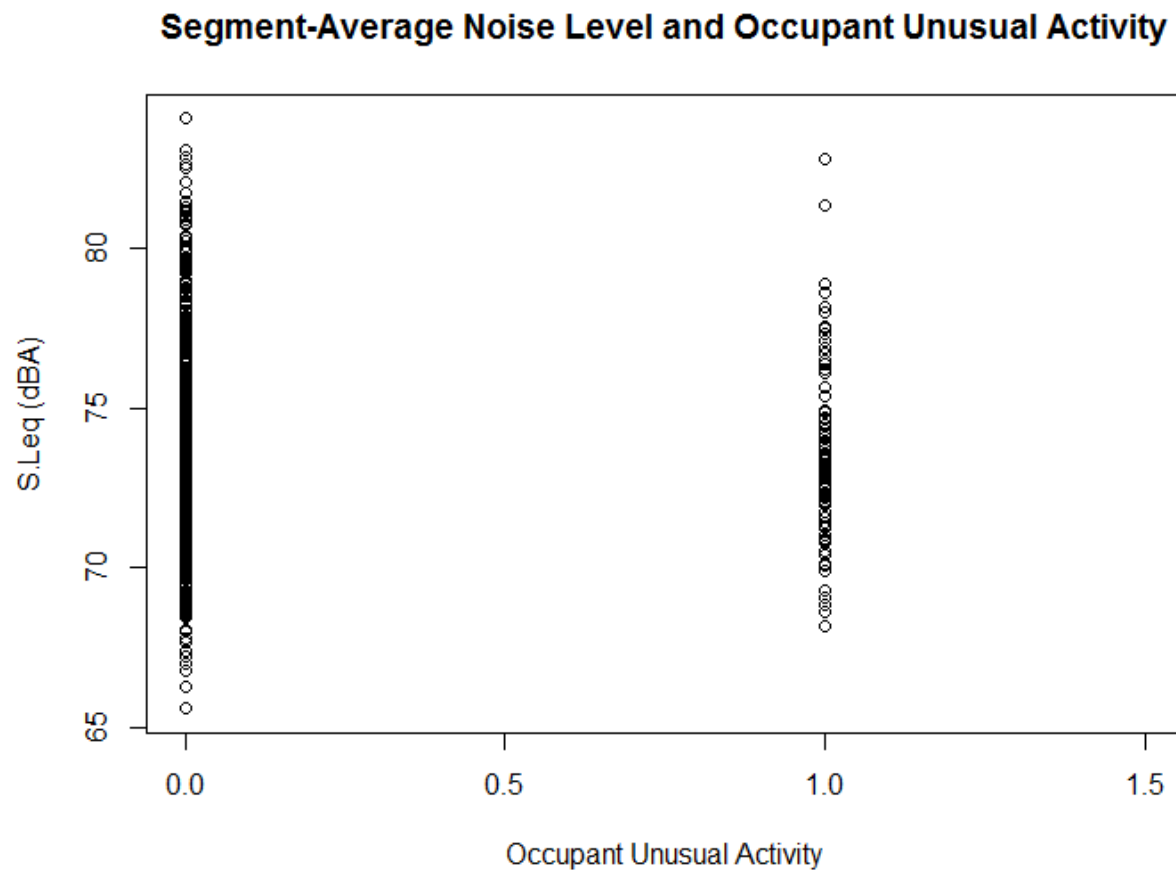


Figure S2: Segment-Average Train Noise Level by the level of Occupant Unusual Activity



Figure S3: Blue line Segment-Average Noise Level by Station Segment

Table V: Mean and standard deviation (SD) of segment noise levels ($S.L_{eq}$, dBA) by train branch. Trains are inbound towards the Loop or outbound from the Loop.

		Inbound			Outbound		
			Mean (SD)			Mean (SD)	
			Mean (SD)	Duration		Duration	
Line	Branch	N	S.L _{eq} (dBA)	(minutes)	N	S.L _{eq} (dBA)	(minutes)
Blue	O'Hare	2	77.68 (3.96)	45.41 (0.89)	2	78.87 (3.32)	30 (2.82)
	Forest Park	2	75.44 (2.49)	31.14 (1.54)	2	78.13 (3.20)	46.5 (6.36)
		Kimball	2	74.00 (1.41)	46.54 (2.25)	4	73.11 (2.02)
Green	Ashland	2	73.57 (1.41)	43.65 (3.32)	2	73.30 (2.21)	22 (4.24)
	Harlem	2	74.17 (3.04)	32.92 (0.94)	2	72.31 (4.05)	31.5 (3.53)
Orange	Midway	2	78.55 (2.35)	37.76 (0.01)	4	73.87 (2.95)	37 (1.63)
Pink	Cermak	2	72.19 (2.59)	39.79 (0.41)	4	73.72 (3.21)	39.25 (3.86)
Purple	Linden	2	73.34 (2.09)	62.04 (0.20)	4	72.10 (2.46)	63.75 (4.42)
Red	Howard	2	74.56 (2.68)	38.93 (1.00)	2	72.43 (2.21)	40 (1.41)
	95 th Street	2	78.09 (2.91)	28.1 (0.68)	2	73.17 (1.15)	29 (4.24)