



City of Portland, Oregon
Bureau of Development Services
Noise Program
 FROM CONCEPT TO CONSTRUCTION

Carmen Rubio, Commissioner
 David Kuhnhausen, Interim Director
 Phone: (503) 823-7350
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NOISE REVIEW BOARD SUBCOMMITTEE ON PIR
MEETING SUMMARY

Date of meeting:	1/23/2024
Start time:	6:02 PM
End Time:	7:58 PM
Location:	Zoom - Meeting ID: 880 2876 6900

I. Meeting Attendees

	Participants	Attendance
Subcommittee Members	Mary Sipe – Noise Review Board Chair	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
	Martin Knowles – Community Representative	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
	Angela Moos – Community Representative	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
	Ryan Pittel – Community Representative	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
	Jason Henshaw – PIR Track Users Representative	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
	Charles Freeborn – PIR Track Users Representative	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
	Nikki Gamell – PIR Management Representative	<input type="checkbox"/> Present <input checked="" type="checkbox"/> Absent
	Ron Huegli – PIR Management Representative	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
Consultants	Kerrie Standlee	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
	Paul Van Orden	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
City Staff	Beth Benton – Manager Property Compliance Division	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent
	Juliette Olivella Lopez – Noise Program Coordinator	<input checked="" type="checkbox"/> Present <input type="checkbox"/> Absent

II. Introductions

The NRB chair introduced the meeting and read the statement regarding conduct during the meeting.

III. PIR Noise Complaints & Readings Report

Paul Van Orden, the Noise Control Officer, presented an overview of complaints related to PIR in 2023. He explained the methods through which complaints were received, such as online forms, emails, and calls. He emphasized the challenges faced with after-hours complaints and the limitations of email submissions.

Paul, delved into the specifics of the complaints received, noting a significant number tied to motorcycle racing and SCCA events. He highlighted the issue of tonality in motorcycle racing complaints, where sound levels may not have exceeded thresholds but still caused disturbance due to the sound's nature.

He addressed the perception that complaints came from a small group of individuals each year, pointing out that many new complainants emerged in 2023. This indicated a broader community concern beyond regular participation in meetings.



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Page 2 of 6

The presentation by Paul Van Orden, the Noise Control Officer, primarily focused on analyzing complaints related to noise levels during racing events, particularly on October 27th at Trenton Park. Paul discussed various methods used to measure noise levels, including staffed and unstaffed readings. Despite challenges in obtaining conclusive data from unstaffed readings, staffed readings proved valuable in understanding the complexity of noise issues in the neighborhood.

The discussion delved into exceedances of noise levels permitted for automotive racing, which were higher than standard residential levels. Paul explained the significance of PIR standards in allowing higher noise levels for racing events compared to residential areas. He emphasized the importance of understanding community expectations regarding noise levels and provided insights into sound propagation dynamics.

The presentation offered a detailed analysis, including the number of exceedances and factors influencing noise levels during racing events. Visual aids, such as graphs and diagrams, helped illustrate sound propagation and the impact on the surrounding community. Overall, the presentation aimed to inform stakeholders about noise control measures and the complexities of managing noise complaints related to racing events at PIR.

Paul also discussed the proximity of Trenton Park to the racetrack, estimating it to be about 2,937 feet from the edge of the roadway. He highlighted that this closer approximation might explain why racers operating at the track's edge still produced noise levels exceeding Title 18 regulations. He emphasized the scientific basis of their analysis, aimed at understanding noise issues objectively rather than as personal disputes.

He presented a graph depicting sound levels during racing events, noting significant quiet periods at the start and end when no racing occurred. Paul observed that without constant race noise, the neighborhood experienced relatively quiet conditions. He also discussed the challenge of isolating race car noise from other sources such as trains and crows, emphasizing the need for accurate data collection and analysis to address noise concerns effectively.

Paul meticulously examined instances of noise exceedances, categorizing them based on the predominant sound sources and providing insights into the variability of train noise impact depending on proximity and movement.

Paul emphasized the complexity of determining whether the noise levels constituted a violation of regulations and suggested the need for further dialogue with the city council to establish clearer guidelines.

Jason highlighted that only about 33% of the total overages could be definitively attributed to race-related noise. There was a recognition of the need for more comprehensive studies to address unanswered questions about noise regulation at the track. Jason sought clarification on whether implementing mitigation measures at the track could potentially address this percentage of noise overages.



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Page 3 of 6

Kerrie added to the discussion, suggesting that the impact of mitigation measures might extend beyond the estimated 33% due to the difficulty of separating out noise sources.

Paul highlighted the importance of considering localized sound control, especially in areas where mufflers might be directed toward neighboring communities during race events.

Charles then requested to revisit the graph showing only the red dots, prompting further examination of the data. Charles noted that the spikes in noise levels represented by the red dots on the graph occurred roughly every minute and a half, suggesting they might correspond to the passage of a single car on the track. He inquired whether the trackside meter had been properly calibrated and confirmed during the data collection process to ensure accurate readings.

Paul acknowledged the need to coordinate with the track to obtain relevant data and emphasized the importance of understanding the correlation between trackside measurements and neighborhood noise levels.

Kerrie echoed the significance of acquiring trackside data to assess noise reduction measures effectively.

Mary intervened to clarify the event date in question, highlighting discrepancies between the recorded event and the scheduled Enduro race at the Portland International Raceway (PIR).

Ron, representing PIR, confirmed that the event on the 27th was a Friday test day for the Lucky Dog endurance race, not the Cascades Enduro as previously suggested. He also provided insights into the noise levels recorded during the event.

Ron agreed with Charles's assessment that the noise spikes likely corresponded to the passage of a single car on the track, given the lap times of Lucky Dog cars and the consistency of the spikes. He noted the typical variance in dBa readings and expressed the need to review sound sheets from the event to verify the data. Ron also mentioned the distance between Trenton Park, where the measurements were taken, and the trackside meter, emphasizing the complexity of consistently measuring noise levels close to the roadway.

Paul added that the purpose of the discussions was to understand and address noise impacts on the neighborhood, considering representative measurement points and proximity to residences.

Ryan raised concerns about noise levels at Trenton Park and questioned their representation of noise in the neighborhood.

Paul acknowledged the challenge of measuring noise accurately at different locations and highlighted the importance of isolating sound for meaningful dialogue and resolution. He shared past experiences with noise measurement locations and acknowledged the impact of proximity on noise levels.

Marty expressed appreciation for the information shared and suggested comparing it with trackside data to understand noise levels better. He highlighted the limited scope of the discussed 20-minute period



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Page 4 of 6

compared to the extensive duration of track events. Marty emphasized the broader context of noise issues for those near Trenton Park.

Paul acknowledged the challenges in obtaining and analyzing data to address community-racetrack tensions, citing past efforts to address similar issues. He noted the need for creative solutions and the complexity of resolving longstanding issues, including the need for sustained funding to address them effectively.

Mary Sipe highlighted the need for further data collection, emphasizing previous complaints concentrated near Trenton Park. She suggested conducting a noise study to assess the problem's scope and update recommendations for noise barriers from the Greenbush report. Mary proposed using complaint data to guide noise meter readings and prioritize events generating the most complaints. She emphasized that noise issues extend beyond decibel limits to include tone, frequency, and duration.

Kerrie supported Mary's points, interpreting data to indicate racetrack noise dominance and advocating for mitigation measures. Paul acknowledged the complexity of distinguishing racetrack noise from other sources but underscored the importance of addressing exceedances. He emphasized the need for specific solutions and the role of data in understanding community concerns and potential mitigation strategies.

Mary Sipe also emphasized the importance of reviewing the data shared by Paul regarding complaints before moving forward. She acknowledged areas of disagreement regarding meter readings and the violation of noise codes by the racetrack. Mary mentioned the significant number of people complaining and stressed the importance of not overlooking the complaints report.

Paul suggested exploring the concept of a noise overlay zone to educate people about potential noise issues before purchasing properties, drawing parallels with the situation around Wrigley Field in Chicago.

Charles Freeborn expanded on the idea of a noise overlay zone, suggesting mechanisms to inform property buyers about potential noise levels and emphasizing personal responsibility in making informed decisions about property purchases.

During the meeting, Angela also expressed concerns about the concept of setting up a "sound ghetto," emphasizing its discriminatory nature and advocating for deeper consideration. She also highlighted the noise issues she has experienced living near Trenton Park for over 30 years.

Ryan raised issues with the information provided on the PIR website, stating that it falsely represents the noise levels experienced by residents. He called for immediate changes to the website to provide accurate information.

Kerrie supported the idea of a noise overlay zone but stressed the importance of bringing noise levels into compliance before implementing such zones.

Ron disputed claims about the frequency of noisy events at PIR and defended the accuracy of the website information.



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Page 5 of 6

Mary suggested including an educational component in the recommendations and raised concerns about the accuracy of the information on the PIR website, citing discrepancies with the Grove Insight survey. She proposed conducting a new survey with an improved methodology.

Ron requested Paul to share the presentation with Nikki and Mary to email him about the website information.

Paul confirmed that presentations and data would be sent to everyone.

Mary said that she would send Ron an outline of the discrepancies she found on the website. She also expressed interest in the number of unique complainants, which Paul clarified as 25 people out of 109 complaints.

Charles shared positive news about Cascade adding a checkbox to their track day signup sheet to acknowledge the sound limit at the track, aiming to enhance education for participants.

Mary then moved the agenda forward to discuss completed tasks, updating the list accordingly. She also highlighted the need to work on draft recommendations, indicating it as an ongoing item for discussion.

Mary Sipe discussed the status of various tasks related to noise mitigation efforts, including the deferral of gathering reports from noise meters to compare ambient noise levels in the neighborhood and at the racetrack. She reiterated the need to address noise mitigation strategies as part of the Greenbusch study. Additionally, she mentioned exploring the possibility of establishing muffler standards and reducing noise through quieter events. The discussion also touched on creating a fund for soundproofing and identifying funding sources. Mary also acknowledged the completion of tasks on the agenda and opened the floor for further discussion.

Kerrie Standlee expressed the need to compare trackside data with previous records from August 20 or October 27. Kerrie emphasized the importance of this comparison in determining whether the trackside pass-by level limits should be adjusted.

Mary Sipe reiterated the significance of completing either another noise study or the Greenbusch study to validate the trackside decibel levels.

Ron Huegli highlighted the challenge of comparing trackside data with records from the Trenton neighborhood due to differences in sampling sound levels and car positions. He emphasized the need for a scientific approach to ensure accurate comparisons.

Kerrie agreed and stressed the importance of making a solid determination regarding the measurement location.

Kerrie Standlee clarified that Paul's measurements likely originated from a different point on the track, not directly from the trackside meter. Kerrie committed to providing the scanned sheets to Juliette, Mary, and Paul for distribution among the group. Kerrie emphasized the significance of data showing that no



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cars exceeded 103 dBa trackside, suggesting that this level might not suffice to prevent neighborhood noise levels from exceeding 65 dBa. He proposed further reduction, possibly to 100, to ensure compliance even at the far end of the track. Kerrie stressed that the purpose of analyzing this data is not to correlate it with park events but to gauge general car noise levels.

Mary Sipe inquired about the distinction between handwritten logs and actual meter data.

Ron clarified that the data from the handwritten sheets originates from the permanent trackside meter, which records readings on an SD card. However, due to the data cleansing process, specific data from the October 27th event might not be available. Ron mentioned that the office possesses graphed data from all four events, both during quiet times and races, from the meter located in Kenton.

Mary Sipe also shared her observation about the time lapse between spikes on the trackside meter and the neighborhood meter, noting an approximately 8-second delay.

Marty supported Kerrie's suggestion about potentially lowering the trackside limits based on available data.

IV. Task List Update and Next steps

Mary outlined the next steps for the subcommittee, including organizing a public input meeting, soliciting recommendations from members, and finalizing the report by May. She clarified that the intended audience for the public input meeting includes community members impacted by noise, stakeholders, and racetrack users. She encouraged members to share their thoughts via email for inclusion in the outreach plan.

V. Adjournment

The meeting was adjourned at 7:58 PM.

NOTE: "This meeting summary covers the highlighted points and the outcomes of the discussions, while more detailed information will be available in the updated Subcommittee Task List document."

Document Version Control Table

<i>Version</i>	<i>Author</i>	<i>Date</i>	<i>Control</i>
0.1	Juliette Olivella Lopez	02/20/24	Creation
0.2	Mary Sipe	03/06/24	Wording edits