











Jo Ann Hardesty, *Commissioner*

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[portlandoregon.gov/civic/noise](http://portlandoregon.gov/civic/noise)

The trackside monitor sets the tone for any race promoter or race division or drag racing to help figure out if they need to respond instantaneously. The community meter is to ensure the numbers are correct and, over time, make an adjustment if it isn't.

The community meter is intended to help collect data. Instead of being used as an enforcement tool, the purpose is to help figure out what's happening in the surrounding community.

He explained that the City of Portland and the State standards had been set based on individual cars; for example, several vehicles group up and go by the meter; if that number exceeds the standard set for that variance. It does not mean the variance was exceeded. It is regulated on a car-by--car basis.

Paul van Orden explained that the community meter is intended to help collect data. It could be an enforcement element, but, for the most part, it is to help figure out what's happening. The primary effort of keeping the cars in compliance is at the track.

Mike Raley asked if the handwritten notes presented were from somebody watching the trackside sound level meter.

Ron Huegli confirmed this.

Mike Raley then explained the decibels could change quickly and it's hard to get the highest levels just reading them off the meter's screen. It's essential to see the data. If, for example, there are two cars that each have a decibel level of 114, they comply. However, altogether they're 117 dBA, but that's not a violation of the variance because individually, they're both in compliance at 114.

Kevin Savoree added that the staff who monitor are exceptional in their work and take great pride in monitoring data accurately. He is proud of the work they do. The nature of racing on a road circuit is almost always going to be single file cars. The only time there are multiple cars is at the start of the race.

Mary Sipe suggested she and Paul van Orden get the data from Michael Minor in another format.

Paul Van Orden felt that community members would see a number at the Kenton meter that may be a high decibel level, and there is sometimes an assumption at times that it must be from the track. This makes it crucial to have the data and work scientifically and equitably.

Derek Trost asked what factors helped contribute to the race being at that level and if it could be duplicated in the future.

Ron Huegli said the racing world is working diligently to try and provide superb racing with as little sound impact as possible. These include exhaust systems, mufflers, the chassis, and bodywork, allowing air movement to break up sound.



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Paul also stated that the audibility standards have historically been an important alternative to decibel level standards, in terms of the practical realities of enforcement. Derek Trost suggested alternative equipment for measuring compliance with decibel level standards. –for instance: smart phones, with sound level measurement apps.

Jackie Gordon added that she is wondering if living in an Industrial Zone is working against Pearl District residents

Mike Raley said that because some environmental sounds are consistent (at a constant decibel level), many individuals often tune them out. This idea of audibility perception is beneficial when we're talking about sounds in certain contexts. Within the Noise Code, there are many instances where the decibel limits are absolute, but there could also be adjustments for background sound levels. The ambient sound level in an area near I-405 or I-5 or 84 may already be above the City's noise code limits. To design a project in those areas to comply with city's noise limits may mean limiting a new noise source to five to 10 dBA below the existing sound levels and he wonders if that may be an overly onerous noise limit for someone.

Kareen said that the Noise Office is reaching out to the Commissioner's office to let them know about this issue. She said this is not just one isolated issue and exploring the possibility of adding noise to the criteria that the camp cleanup team uses might be one way to help.

Due to time restraints, Mary Sipe moved the board business part of the agenda to the next meeting. She will send an email out about the recruitment process for the vacant board position, the PIR subcommittee and the early morning concrete pour subcommittee.

Mary Sipe adjourned the meeting



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