

Sept. '88



TellTale 88

AAAGAS.P. National Award
Outstanding Publication
Motorsports Division

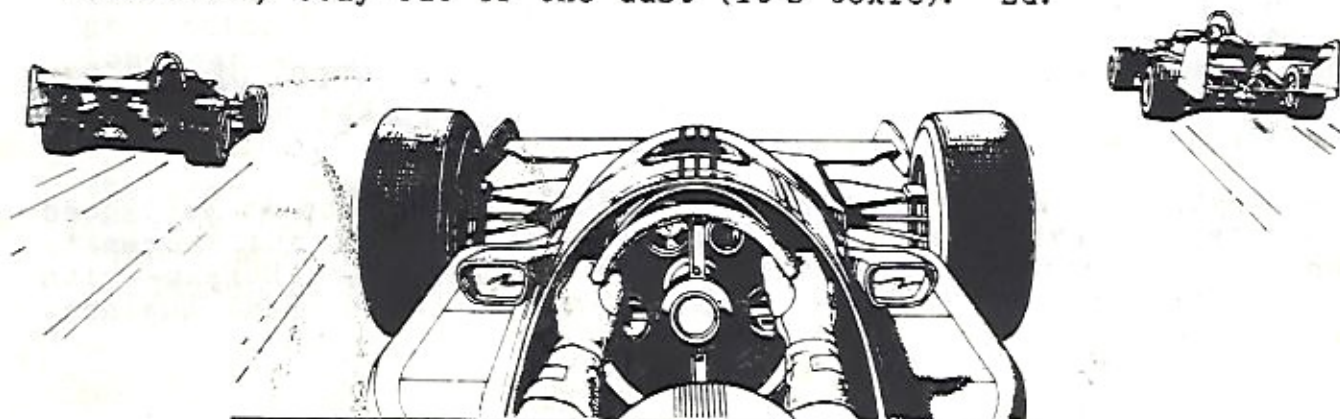
This issue of the TellTale is devoted to the nasty business of "noise" in North Portland, including a summary of the report of the Portland International Raceway Task Force.

The report will be presented to our buddies in the North Portland community Wednesday, October 19th at 7 PM (find meeting notice elsewhere). Plan to attend this meeting, wearing appropriate TC apparel, as a show of interest from the racing community. Let's let North Portland see "The Redcoats are Coming!" (or other verb of your choice).

Because^{of} the importance of the North Portland meeting, TC has altered the normal schedule for general meetings to accomodate your attendance at the task force's presentation. The general meeting will be held on Tuesday, October 18 at that Oriental den of inequity, Hung Far Low's, at the usual time. Plan to come fling some noodles a day early. The TellTale will resume its abnormal format effective with the next issue. This will include the dope on Oly, the latest club dirt and the usual attacks on innocent, undeserving members. If you have "stuff" to submit it damn best be in the mail now as most of the next issue is already at the typesetter's.

Also that old fart Halsey**, who insists on the prominent appearance of his name in every issue, has informed us that once again dues are due, do dah. If you see this old relic at one of the upcoming meetings, slip him a check and maybe we can get him to crank it down a few dB (unlikely).

Meanwhile, stay out of the dust (it's toxic). Ed.



SUMMARY OF PIR TASK FORCE REPORT

The Portland Task Force was established as a result of a November, 1986 City Council resolution which charged the group with consideration of "the affects of Portland International Raceway on the livability of North Portland, as well as potential mitigation measures and other issues as may be directed by the Commissioner (Mike Lindberg)."

Lindberg appointed thirteen task force members--six representing the community (including one business owner/operator), four from PIR user groups and three members representing miscellaneous interests ranging from race promotion to noise review. Names of some of the members are familiar in the racing community: Sue Bland, former representative of the Portland Rose Festival Association; Norm Daniels; Mikey Jones, North Portland urban guerrilla; Tim Jorgensen, owner of the North House restaurant and frequent caterer for SCCA; and Gary Van Horn, former Oregon Region SCCA Regional Exec and currently an SCCA steward. In addition the group received technical assistance from a number of people including Dale La Follette, facilities manager at PIR.

The group began meeting twice monthly in December, 1986 and continued through the Spring of this year. The current task force reviewed the work of a similar group that had been established in 1984, including acoustical studies conducted by the City of Portland's Noise Control Officer and consulting engineers. In addition the current task force gathered data through a series of public community meetings, distribution to North Portland businesses of a questionnaire concerning PIR and its impact and through site visits to view track operations.

The task force concludes its work with the presentation of recommendations in four areas: community enhancement and improved communications; management of PIR; noise control measures; and noise standards and the variance process. The recommendations have been presented to the City Council and will be reviewed with the North Portland community in a meeting Wednesday, October 19th. Changes proposed have a minimal impact on club racing and are intended to improve strained relations between the community and racing interests.

Below is a summary and brief explanation of each task force proposal.

COMMUNITY ENHANCEMENT AND IMPROVED COMMUNICATION

1. Furnish North Portland Community Council (NPCC) use of PIR over Memorial Day weekend ~~or weekend~~ or an alternate date to stage an event of community-wide benefit.
2. Apply a 50 cents surcharge to spectator admission at varianced events to create a fund dedicated for recreational and community programs inside North Portland. The Portland Park Bureau--with direction from an advisory committee of North Portland business

and residence representatives--would administer the fund.

3. With co-operation from PIR, the neighborhoods and business districts, a community liaison position (officer) would be established. Objectives for the liaison position include: improved communication; promotion of community businesses at PIR; identification of co-sponsorship opportunities for race promoters and the community; and mediation between the track and residential neighborhood.

In making this recommendation, the task force took into consideration the reputation of PIR as a quality motorsports facility and recognized that currently most communication is made to express noise complaints to track management and the Noise Officer. In addition the task force noted, "although the current manager (La Follette) is held in high regard by the user groups and promoters, it appears that some members of the community are generally suspicious of and in some cases are hostile to the management." A community/track liaison position has been employed successfully in the past but the position has been unfilled for some time. Interestingly this section of the task force report indicates the positive impact of charitable work by user groups, noting, "Groups who use the track have also directed their substantial charity and benefit work to local causes. These efforts should be expanded."

The report made no recommendations regarding qualifications of a liaison officer, selection, or whether this position should be salaried or volunteer.

4. Publish and distribute an "annual report" prepared by the office of the Commissioner in charge of PIR to be available to the community, users, Park Bureau, Noise Office and City Hall. The report would be introduced to address misconceptions about the race facility, its operations and finances. Suggested for inclusion in the report are: background material on the facility, events schedule, anticipated improvements, general state of affairs, etc.

5. Make PIR schedules available to publications such as the St. John's Review, Oregonian and the neighborhood.

MANAGEMENT OF PIR

1. Adopt a goal statement and long-range management plan to guide operation and improvement of PIR. The task force considered comments from public meetings regarding potential for generating more business and income through PIR. They believe a long-range management plan would provide more certainty and direction for operation and improvement of the track, benefiting both users and the community.

The task force reviewed the operating method for the track and revenue it produces. "PIR operates as an Enterprise Fund within the City of Portland budget structure. This fund was implemented in 1981-82. No tax dollars are allocated to the

facility. The City currently bills the fund approximately \$25,000 per year for overhead expenses.

Summary income and expense information for ten years, fiscal year 1976-77 through 1985-86 show that the facility has been self-supporting, generating a small operating surplus of \$84,000 during that period. When capital improvements are included, six of the ten years show a deficit."

The task force recognized that noise reduction efforts--specifically curtailment of drag racing--have had a dilatory effect on income.

2. Conduct a performance audit of PIR to monitor and evaluate concession activity, identify and analyze existing and possible revenue opportunities and review management practices for cost saving.

The task force heard allegations of possible fraud in the operation of concessions and also felt not all possible income-producing activities have been identified and tapped. The review would address these matters.

3. Continue to retain revenue generated by PIR solely for operation, maintenance and improvement of the facility.

NOISE CONTROL MEASURES

1. Ensure uniform enforcement and reporting standards for all North Portland race facilities by the City and DEQ.

The task force reviewed the history of noise control efforts beginning with curfew restrictions voluntarily adopted in 1973. The "105" rule was imposed in 1981 and for the most part has been complied with. A significant improvement, from the community perspective, occurred when drags were eliminated in 1986. The task force further recognized noise reduction has been advanced by improved technology. The impact of Portland Meadows and Portland Speedway were also noted; noise emanating from these sources is sometimes mistakenly attributed to PIR.

2. PIR, the Noise Review Board and sanctioning bodies shall continue to schedule noisier events during the midday, reserving the beginning and end of the day for quieter events.

3. Reserve Memorial Day weekend and Easter Sunday as "quiet days", excluding motorized vehicles.

4. Establish a maximum dBA of 90 at fifty feet trackside on Mondays throughout the year.

5. Restrict varianced vehicles to starting times no earlier than 10 AM on Sundays.

6. Practice events at the track shall be scheduled and run

between 10 AM and 4 PM.

7. Adopt a City resolution encouraging all sanctioning bodies who have not yet done so to adopt noise enforcement standards.
8. Work with FAA to establish flight patterns for helicopter shuttle service. This recommendation was a result of community complaints regarding helicopter use at major professional events. The task force realized that helicopter use cannot be curtailed but recommends flight paths be established that would minimize noise for area residents.
9. The City should ensure adequate funding for the Noise Control Office to ensure proper monitoring and enforcement.
10. Develop and implement a residential noise insulation program in areas impacted by noise emanating from race facilities. The task force defined the impacted area as Lombard north to PIR and from Exeter to 33rd. They designated the Portland Development Commission as the implementing agency but did not make suggestions as to how the program would be financed or by whom.

NOISE STANDARDS AND THE VARIANCE PROCESS

1. Develop a policy establishing a maximum of four varianced three day event weekends per year to include all practice, qualifying and racing. Varianced vehicles would be permitted to run a maximum of six hours per day for one day and five hours for any other two days. Included in the recommendation are suggested maximums of one event each at 110 and 115 dBA and two events at 112 dBA.

The intent of the policy is to provide flexibility while establishing limits for special or professional events appropriate for variancing. Typically, varianced events have included CART, IMSA, Trans Am and historic races. The task force also suggested this recommendation be re-evaluated in three years.

2. Direct the Noise Review Board and DEQ to work together in developing trackside noise standards for each of the North Portland race facilities. The purpose of this recommendation is to reduce or eliminate differences in city and DEQ standards which apply to PIR. Also acknowledged were differing needs for facilities such as Portland Speedway where residential property is very close to the track.

3. Approach DEQ with a proposal to accept the City's variance review process in lieu of the State's to simplify and eliminate duplication of process.



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MEETINGS DOUBLEHEADER...

TEAM CONTINENTAL
GENERAL MEETING

TUESDAY
OCTOBER 18

HUNG FAR LOW'S
PORTLAND

DWINKS - 7 PM
MEETING - 8 PM

EXTEMPORANEOUS EATING
& B.S.
ALL EVENING

THE REDCOATS ARE
COMING !!!

PIR NOISE TASK
FORCE MEETING

WEDNESDAY
OCTOBER 19

ST. JOHNS COMMUNITY
CENTER - 7 PM
8427 N. CENTRAL

BE EARLY OR YOU WON'T
GET A PLACE TO PERCH.
TC JACKETS MANDATORILY
OPTIONAL.