



CITY OF

PORTLAND, OREGON

OFFICE OF NEIGHBORHOOD INVOLVEMENT

AMANDA FRITZ, COMMISSIONER

Amalia Alarcón de Morris, Bureau Director

Noise Control Program

1221 SW 4th Avenue, Room 110

Portland, Oregon 97204

Promoting a culture of civic engagement

**Noise Review Board
Minutes
June 6, 2016**

Present: Melissa Stewart, Kerrie Standlee, Paul van Orden

Absent: Carol Gossett (2 vacancies)

Minutes: Kathy Couch

Call to Order

Acting Chair Melissa Stewart calls the meeting to order at 6:00 pm

Melissa explains that there is no quorum, so they will not be able to vote. Chair has delegated authority to staff, per Noise Code Title 18. She will then draft a memo stating that she has delegated this responsibility. The Noise Control Officer's variance conditions should be within a week or two.

Open Public Testimony

Carole Newvine – Oregon Department of Transportation, Noise Program lead. She is here in support of ODOT's concerns over fee increases.

Two specific concerns:

She feels that the public involvement process was too limited. This was first mentioned in April, and there have only been three opportunities in May for public testimony (in person, as opposed to written testimony). With this lack of outreach, to expect enactment by July is premature.

Details of fees – She would like to see data details on how the fee structure was arrived at. How did we get to the final fee proposal? Support data is needed. Their price would change from \$1701 for 12 months to \$5000 for 3 months. She requests that the Commissioner's office provide the public this information.

Susan Hanson – Oregon Department of Transportation. She has comments from ODOT's Environmental Inspector (Tova Peltz) and would like to share them. (Written testimony included in minutes)

Tova arrives in person and reiterates that she would suggest a revised separate structure to be used for private/for profit projects and public agencies, which rely on tax dollars. She offers to meet together with representatives from the City to help establish the structure (written testimony included)

Request from Leslie Higa, Oregon Department of Transportation, to install median barriers on Interstate 205 for 51 nights within the time period of November 21, 2016 to September 30, 2017 for the hours between 7:00 pm and 7:00 am

Leslie Higa, Oregon Department of Transportation and Kevin Thelin, of Murray, Smith and Associates Consultants

This project grew from the mandate by the Oregon State Legislature to address crossover crashes along state highways with unprotected medians. ODOT also has internal memo relating to this and have identified 205 major locations (priorities)

This variance request is for 8 locations on I-205, running for 8 miles through the city of Portland. Each location will have barriers installed in the medians. There are differing numbers of nights anticipated to occur, varying from 3 to

17 nights for a total of 51 nights. They are requesting a variance due to the difficulty of safely getting construction equipment in and out without taking passing lane and causing undue hardship to commuters. The closest receptor is located approximately 180 feet from the activity. The project will, at one point, be approximately 450 feet from Oregon Sleep Center. Because of the ambient highway noise and proximity to a bus mall, it is not anticipated dBA level will impact this business.

There was a short discussion between one of the Noise Review Board members, Kerrie Standlee, and Acoustic Consultant Michael Minor, having to do with data recommendations for distance for measuring noise levels.

Recommendations from the NRB for conditions

Due to the fact that this is a highway project, it is not anticipated to be a problem project. Measure ambient dBA levels at Site H, Site A, and Site E. Check both levels at nearest receptor & 50 feet from the project.

Have the data from this project within 2 weeks

Take measurements at the residence when there is a complaint In the future, measuring at both of these distances will be the expected data points.

For future projects, more detailed data up front will give a better sense of the noise impacts. Possibly, there may be a need to monitor noise levels for future projects

This project will not require disconnecting back-up alarms, due to worker safety.

Public Testimony

None

Adjourn at 7:50