

Agenda Summary
September 10, 2025

Agenda Item No. B-2
Request for Noise Ordinance

Summary: Enclosed is an email from Karen Atkins requesting the Selectboard consider the following to mitigate noise:

- “1. **Install “No Unmuffled Engine Braking” signs** along Maple Street, Mountain Road, and other key corridors.
2. **Adopt a practical noise enforcement standard.** For example, a local noise ordinance, based on the [draft](#) we have presented to the Town Manager, states that if engine braking can be heard by a police officer at 500 feet, that would be evidence that it is not "properly muffled," as our state law requires. (See Section 5. Paragraph J on Compression Brakes.) While lenient, it would at least provide a clear and enforceable benchmark to enable local police officers to issue a violation. Realizing that enforcement of *any standard* will be the key to the effectiveness of any ordinance, it should have the full backing of the town and police department.
3. **Support state-level reforms.** Reinstating muffler inspections in Vermont’s inspection manual is the most effective way to stop noise ,*which is... at its source*. A pending bill in the Vermont House ([S.66](#)) is an opportunity for Stowe’s leadership to be heard in Montpelier during the upcoming legislative session.
4. **Explore a pilot project with “noise cameras.”** Stowe Village, given its documented conditions, could serve as an ideal test site for this evolving enforcement tool. See attachment re. Sound Vue Cameras, now being used in the U.S. This would provide effective enforcement without draining police resources while also providing a revenue stream to the town.”

Also, enclosed is a copy of a noise ordinance from Les Blomberg Director of the Noise Pollution Clearinghouse. Town counsel and staff have not reviewed the draft ordinance. Before any ordinance is advanced it should be reviewed by legal counsel to ensure it is in good form and defensible.

In addition, enclosed is a memo from Chief O’Steen regarding reported noise complaints to the Stowe Police.

“The Town currently has signs at both entrances to the Village Center asking truck operators to please not use engine breaks. Vtrans website currently states the following regarding prohibiting engine brakes: “**How do I get a “No Engine Brakes” sign?**

While some towns do install such signs on roads under their jurisdiction, we do not install engine brake prohibition signs on state highways, and discourage towns from doing so on their highways. Engine brakes are a legal and necessary safety device.

Diesel engine powered trucks are not able to simply release the accelerator to slow down on hills in the same way that gas powered cars can, because the diesel engine turns freely similar to a car with its clutch engaged; the engine brake is what allows the truck to use engine compression to slow the vehicle. The Vermont Commercial Driver's License Manual, in section 2.6.6 (Speed on Down Grades) states, "you must use the braking effect of the engine as the principle way of controlling your speed on downgrades." It goes on to explain that use of the friction brakes alone on long hills can cause the brakes to overheat and fatigue, causing reduction in braking power."

Town Plan & Policy Impact: The existing Town Plan, last adopted in 2018, does not include any goals or policies related to noise or identify the adoption of a Noise Ordinance as an implementation task.

Fiscal & HR Impact: The cost of legal review and enforcement.

Recommendation: Discuss and advise if the Selectboard desires at this time to pursue any of the aforementioned requests with the understanding that any ordinance should be reviewed by legal counsel prior to advancing to a public hearing.

Noise Control

Authority

This Ordinance is adopted under authority of 24 V.S.A. 2291 (14) and 24 V.S.A. Chapter 59.

Section I: Breach of Peace

Section 2:

Purpose

This Ordinance is enacted to protect, preserve and promote the health, safety, welfare, peace and quiet for the citizens of the Town of Stowe through the reduction, control and prevention of noise pollution. The intent of this Ordinance is to establish standards which will eliminate and reduce unnecessary or unreasonable noises which are physically harmful or otherwise detrimental to the enjoyment of life, property and maintenance of business.

Section 3:

Definitions

A. "Plainly audible" means any sound that can be detected by a person using his or her unaided hearing faculties. As an example, if the sound source under investigation is a portable or personal vehicular sound amplification or reproduction device, the enforcement officer need not determine the title of a song, specific words, or the artist performing the song. The detection of the rhythmic base component of the music is sufficient to constitute a plainly audible sound.

B. "Noise" means any sound that is harmful to the health, well-being, or quality of life of humans, animals, ecosystems. Any sound which annoys or disturbs humans or which causes or tends to cause an adverse psychological or physiological effect.

C. "Noise Disturbance" means any sound which (a) endangers or harms the safety,

K. Adkins Proposed Noise Ordinance Page 2

health or well-being of humans or animals; or (b) annoys or disturbs a reasonable person of normal sensitivities; or (c) endangers or injures personal or real property.

Section 4: General Provisions, Noise Disturbances Prohibited

- A. No person shall unreasonably make, continue, or cause to be made, or continued, any noise disturbance.

Section 5: Specific Provisions.

The following acts are declared to a noise disturbance and are prohibited by this Ordinance:

A. Defect in Vehicle or Operation of Vehicle or Aftermarket Exhaust. The operation of an automobile or motorcycle which creates squealing, squealing of tires, loud and unnecessary grating, grinding, exploding-type, rattling or other noises due to improper muffler maintenance or intentional installation of aftermarket exhaust that causes noise levels to exceed original manufacturing levels. Improper muffler maintenance shall be presumed if the vehicle or motorcycle is plainly audible from 300 feet.

B. Loud Speakers, Amplifiers for Advertising. The use, operation, or permitting the use or operation of any radio receiving set, musical instrument, phonograph, loud speaker, amplifier, or other device for the production or reproduction of sound which is plainly audible at 100 feet from the source if on public property and 100 feet from the source property line if the source is on private property.

C. Horns, Signaling Devices, etc. The sounding of any horn or signaling device on any automobile, motorcycle or other vehicle except as a danger warning; the creation, by means of other signaling device, of unreasonably loud or harsh sound; and the sounding of any such device for unnecessary and/or unreasonable periods of time.

D. Radios, Phonographs, etc. The use, operation, or permitting the use or operation of any radio or television receiving set, musical instrument, phonograph, or other machine or device for the production or reproduction of sounds in such a manner as to be plainly

K. Adkins Proposed Noise Ordinance Page 3

audible within 100 feet from the source if on public property and 100 feet from the source property line if the source is on private property between 7:00 AM and 10:00 PM, or in such a manner as to be plainly audible within 50 feet from the source if on public property and 50 feet from the source property line if the source is on private property between 10:00 PM and 7:00 AM .

E. Dogs, Cats and Other Animals. The keeping of any dog, cat or other animal which shall become a nuisance to another person in the vicinity where such dog, cat or other animal is kept, by frequent or continued barking, howling, yelping, bleating, crowing, screaming, or other vocalization. Prima facie evidence of a violation is the occurrence of 20 or more barks, howls, yelps, bleatings, crows, screamings, or other vocalizations within any hour that are plainly audible at 100 feet.

F. Vocal Disturbances. Yelling, shouting, whistling, singing or making any other loud vocal disturbance so as to disturb, destroy, or endanger the peace of persons in the immediate vicinity of the noise or disturbance.

G. Construction and Maintenance Sounds. Noises emanating from the excavation, demolition, maintenance, alteration or repair of buildings, structures, landscaping, property or highways between the hours of 6:00 P.M. and 7:30 A.M., except for emergency repairs necessary to protect people or property.

H. Parties and Other Social Events. Loud or offensive noises caused by a person attending and/or caused or permitted by a person in charge of a party or social event which are plainly audible from another property or from the street. A person shall be deemed to be in charge of a party or social event when the event occurs on private property and the person owns, resides, or manages the premises. There may be more than one person in charge for purposes of this ordinance.

I. Trash Removal. The removal of household and commercial trash by authorized commercial trash haulers utilizing mechanized conveyances within 500 feet from a property used for residential uses such as sleeping, including homes, hotels, nursing facilities, or hospitals between the hours of 9:00 P.M. and 7:00 A.M.

J. Compression Brakes: The use of unmuffled or poorly muffled engine brakes in non-emergency situations is banned. Prima facie evidence of unmuffled or poorly muffled engine brakes is presumed if they are plainly audible from 500 feet away.

K. Adkins Proposed Noise Ordinance Page 4

Section 5: Exceptions.

This Ordinance shall not be construed to prohibit the following:

- A. A noise disturbance resulting from a city or school sponsored event or activity between the hours of 8:00 A.M. and 10:00 P.M.
- B. A public address system being operated to request medical or vehicular assistance or to warn of a hazardous road condition.
- C. An emergency or public safety device operating in its official capacity.
- D. Any noise disturbance related to snow removal.
- E. Any person, organization, group or business that has obtained a prior waiver from the Select Board.

Section 6: Penalty.

A civil penalty of \$100.00 may be imposed for the initial violation of this civil ordinance. The penalty for the second offense within a six month period shall be \$200.00, and the penalty for subsequent offenses within a six month period shall be \$500.00. Each hour that the violation continues will constitute a separate violation of this ordinance.

Subject: FW: [EXTERNAL] Agenda item for Stowe Select Board Meeting of September 10th
Attachments: SoundVue Brochure Pv6.pdf; Jacobs Noise Brochure 2022 (1).pdf

From: Karen Akins <karensakins@gmail.com>
Sent: Thursday, August 28, 2025 10:48 AM
To: Charles Safford <csafford@stowevt.gov>
Subject: [EXTERNAL] Agenda item for Stowe Select Board Meeting of September 10th

Stowe Selectboard & Town Manager
Stowe Town Offices
67 Main Street
Stowe, VT 05672

Re: Excessive Transportation Noise in Stowe Village – September 10th Meeting

Dear Members of the Select Board and Town Manager,

As a resident of historic Maple Street, I care deeply about our neighbors and the long-term vitality of Stowe's unique village center. I know you share this commitment to preserving the charm and livability of our community. It is in this spirit that I write to raise concern about transportation noise and to encourage steps the Town might take to help address it.

Evidence of a Growing Traffic Noise Problem

As part of a film project, I had a noise control engineering firm measure noise levels for one week along a section of Maple Street in the summer of 2023. The results confirmed what many of us have long experienced—day and night noise levels are high enough to affect our health and well-being. To put this in perspective, if our homes were adjacent to an airport, at these noise levels the federal guidelines would require our homes to be demolished or moved. They would be deemed “unsuitable for residential use.

If you'd like to learn more about the noise measurements, you can watch an explanatory interview with the supervising noise control engineer [here](#) at 1:08:17. I have shared this information already with the designated Town Health Officer, Charles Safford.

What's Causing the Issue

The transportation noise issue here locally stems largely from trucks and heavy vehicles operating with **inadequate muffling**. Federal noise emissions standards do exist for heavy trucks, but enforcement at every level has been non-existent. The situation got markedly worse after 2019, when the **Vermont DMV eliminated inspection requirements for car and truck mufflers**. In a town with steady construction activity and heavy truck traffic, these changes have left our local roadways and roadside uses, both commercial and residential, vulnerable to excessive *and preventable* noise.

Residents along Maple Street, Route 100, and Mountain Road have observed that Vermont-registered trucks are the primary source of noise, while out-of-state carriers—Pepsi, Hannaford, FedEx—comply with the federal and higher out of state standards, passing close by our homes with **no** issue. For Vermont trucks, on the other hand, the noise monitoring exercise determined that there were 120 -180 excessive noise events per day along Maple Street, primarily from unmuffled engine braking of commercial trucks, interrupting our daily activities and sleep.

The Role of the Select Board

We recognize that addressing this problem requires cooperation across jurisdictions. Still, towns like St. Albans and Essex have been proactive and successfully adopted local ordinances to curb excessive vehicle noise, in some cases initiated by their own police departments. We believe Stowe can take similar steps, tailored to our community's needs.

Potential Actions to Consider

1. **Install “No Unmuffled Engine Braking” signs** along Maple Street, Mountain Road, and other key corridors.
2. **Adopt a practical noise enforcement standard.** For example, a local noise ordinance, based on the draft we have presented to the Town Manager, states that if engine braking can be heard by a police officer at 500 feet, that would be evidence that it is not "properly muffled," as our state law requires. (See Section 5. Paragraph J on Compression Brakes.) While lenient, it would at least provide a clear and enforceable benchmark to enable local police officers to issue a violation. Realizing that enforcement of *any standard* will be the key to the effectiveness of any ordinance, it should have the full backing of the town and police department.
3. **Support state-level reforms.** Reinstating muffler inspections in Vermont's inspection manual is the most effective way to stop noise ,***which is... at its source.*** A pending bill in the Vermont House (S.66) is an opportunity for Stowe's leadership to be heard in Montpelier during the upcoming legislative session.
4. **Explore a pilot project with “noise cameras.”** Stowe Village, given its documented conditions, could serve as an ideal test site for this evolving enforcement tool. See attachment re. Sound Vue Cameras, now being used in the U.S. This would provide effective enforcement without draining police resources while also providing a revenue stream to the town.

Moving Forward

The traffic noise issue has been raised by many over the years, but it remains unresolved. Those affected believe it is time for a renewed effort—one that acknowledges both the complexity of the problem and the importance of preserving the livability of our historic village.

Noise control is about protecting health, quality of life, and the character of Stowe for generations to come. We ask that you consider these options and work with residents to develop meaningful next steps.

Thank you for your time, your service to the community, and your shared dedication to keeping Stowe a healthy, vibrant, and welcoming place for all. I look forward to discussing this with you at the September 10th meeting.

Sincerely,

Karen Akins
283 Maple Street
Stowe, VT 05672

 _EngineBrake07120038.wav

**** WARNING ****

This message originated from an external email account. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Protecting communities
with vehicle noise cameras

SoundVue detects and captures disruptive vehicles in real-time.



SoundVueTM

Noise Camera Systems



INTELLIGENT
INSTRUMENTS

SoundVue™

Noise Camera Systems





About SoundVue™

SoundVue™ noise camera systems allow local government and law enforcement agencies to manage excess noise emission from road vehicles.

Modified mufflers and aggressive/ anti-social driving can be a significant source of disturbance and distress to local communities. SoundVue™ detects this sound and allows the operators to issue warnings, citations or fines in accordance with local legislation.

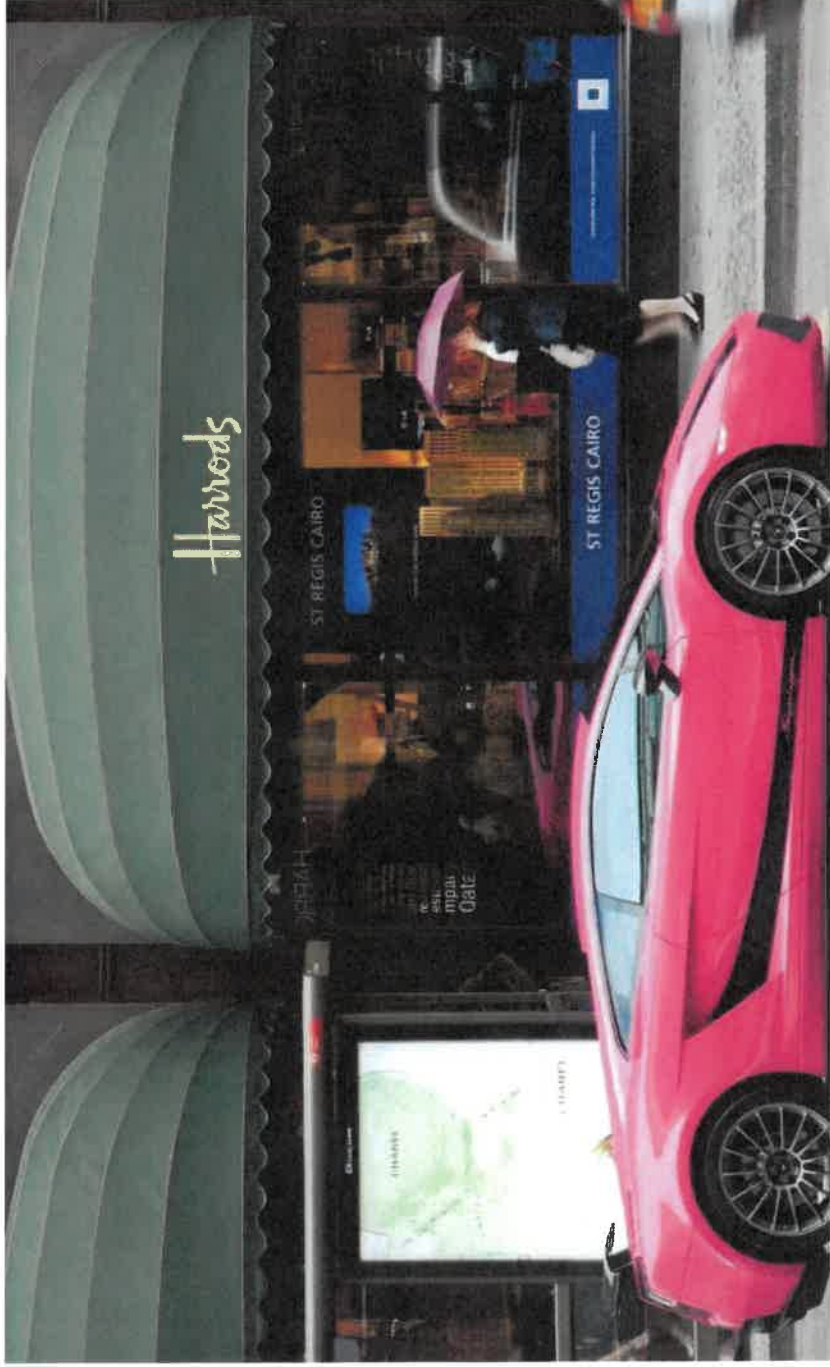
Our team

SoundVue™ was designed and developed by a team of expert acoustic engineers from Intelligent Instruments Ltd in the United Kingdom.

In addition to supplying the hardware our team are here to help you develop a successful and robust noise camera strategy.

Our services include site selection, system set up and specification and full expert witness services to help defend any legal challenges you may receive





The concept

The Royal Borough of Kensington & Chelsea in London (UK) had a significant issue with excess noise from road vehicles, very often performance cars, driven in residential areas at night causing disturbance and distress to those living there. The Royal Borough received many letters and emails of complaint and petitions from residents encouraging them to take more action against these noisy drivers.

In 2019 the Royal Borough approached Intelligent Instruments and asked if we could develop a technical solution in the form of a noise camera which would detect this sound and identify the offending vehicle.

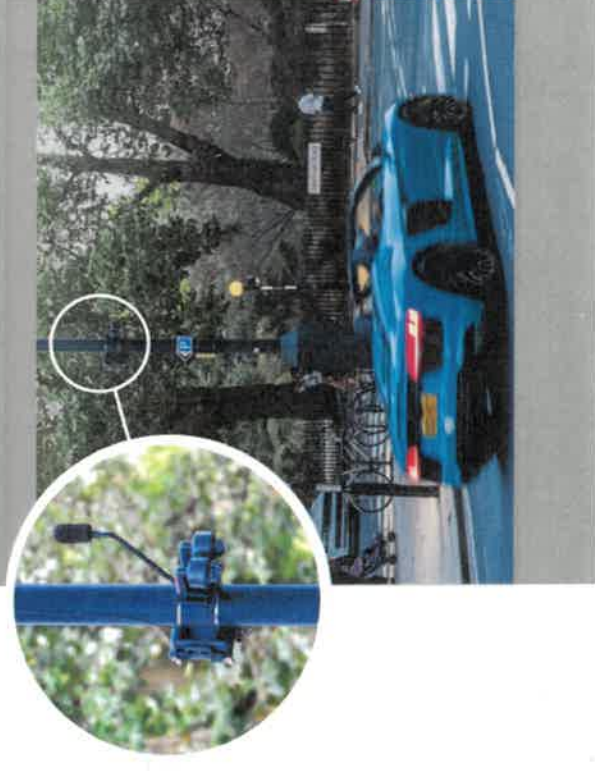
We developed several prototype systems and tested them extensively on a selection of different roads and vehicle types throughout 2019 and 2020.

In September 2020 two systems were piloted for 3 months in the Royal Borough in London.

The technology was used to issue 163 fines from nuisance vehicles over that period with no repeat offenders.

Following the trial Councillor Johnny Thalassites (Lead Member for Transport) said:

"Residents have made it clear to us that many drivers are using our streets as a racetrack. Piloting new noise camera technology has helped us catch more of the worst offenders"

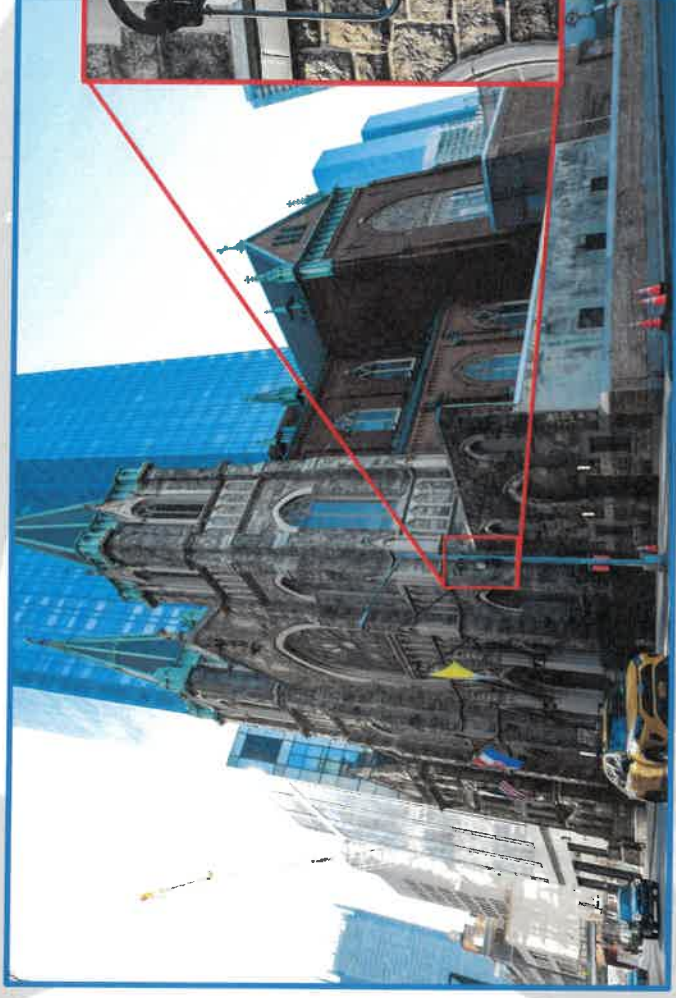


Our evolution

New York City piloted a system in 2021 and 2022. The system was rigorously tested over 5 locations for 12 months.

At that time Commissioner Rit Aggarwala said:

"Vehicles that emit obnoxious levels of noise in violation of state and city law have become a top quality of life concern for many New Yorkers and this technology offers some real promise in helping us to provide some relief for our neighbors."



Following the New York City pilot refinements were made to the system which included provision of ANPR/ LPR cameras, a wide angle/ vehicle tracking camera and a microphone array which is used to detect the **dominant** noisy vehicle (even when there are multiple vehicles in the imagery).

This second generation system from Intelligent Instruments became known as SoundVue™.

SoundVue™



Our progress

SoundVue™ noise camera systems have been tested in and are now in operation in multiple cities across four continents.

Our systems in London and New York City have been used to fine offending motorists since 2020/2021 respectively. Some other territories issue warnings whilst they fully evaluate the technology.

Cities in which we operate/have run pilot studies

- UK- London, Alderley Edge, Great Yarmouth
- Miami Beach
- New York City
- Sacramento
- Knoxville
- Longmont
- Sydney
- Dubai
- Philadelphia
- Hawaii (coming soon)
- Iowa (coming soon)
- Your city next?



Precision microphone

Detects offending noise & level



Microphone array

Identifies offending vehicle



Wide angle camera

Places visual marker on offending vehicle



ANPR/ LPR cameras

Reads licence plate of offending vehicle



Processor & router

Sends video clip + noise data to secure webserver



User/ operator

Reviews footage & issues warning/ fine



Privacy

To mitigate privacy concerns SoundVue™ uses face blurring technology so that it is not possible to identify individuals.

It also only triggers at noise levels significantly greater than speech levels (typically 85 dBA at the microphone) and hence does not record speech or voices.

The technology

SoundVue™ utilizes a Class 1 accuracy microphone (certified in accordance with EIC 61672-1:2013) to detect excess noise from road vehicles. The system listens continuously and triggers on noise from engines, horns, music and Jake brakes.

When it triggers it uses secondary microphones to identify the offending vehicle (even if there are multiple vehicles in the images) and LPR cameras read the licence plate of the offending vehicle.

A 14 second clip of video, audio and noise level is uploaded to a secure webserver providing an evidence pack for interrogation by the user who can then decide on the appropriate course of action.

We have partnered with several third party companies who can provide further (optional) back-office services which includes identification of the vehicle owner, administration of the fine/ warning letter, collection of payments and court action if payment is not made.

User interface

Following each trigger event an evidence package comprising video, audio, noise levels and licence plate information is automatically sent to our secure webserver in real time.

The user can then review each event and check the data prior to taking action.

The system API can be programmed to interface with the customer's existing front end and hence integrated with other camera enforcement technology operated by that jurisdiction.

If required our partners can provide full back office functionality providing an end-to-end solution.



SOUNDVUE™ NOISE CAMERA Class 1 Autonomous Noise System

NOISE CAMERA

Specifications apply to SoundVue Noise Camera fitted with the supplied microphone and input stage, and running associated software

STANDARDS

Conforms with Class 1 IEC 61672-1: 2013

CLOCK

Continuous synchronisation with UTC. High performance RTC chip with battery backup

COMMUNICATIONS

4G dual SIM capability

MICROPHONE

Prepolarised precision 1/2" microphone and Halo source detection array

CAMERA SYSTEM

2 x high performance imaging cameras. Vehicle tracking camera

STORAGE SYSTEM

High capacity solid state storage on device (encrypted)
Secure online cloud storage

CALIBRATION

Calibration history stored on instrument

MEASURING RANGE

Single high dynamic range

POWER

Mains (110 - 230 V)

MOUNT

Easy mount bracket with security

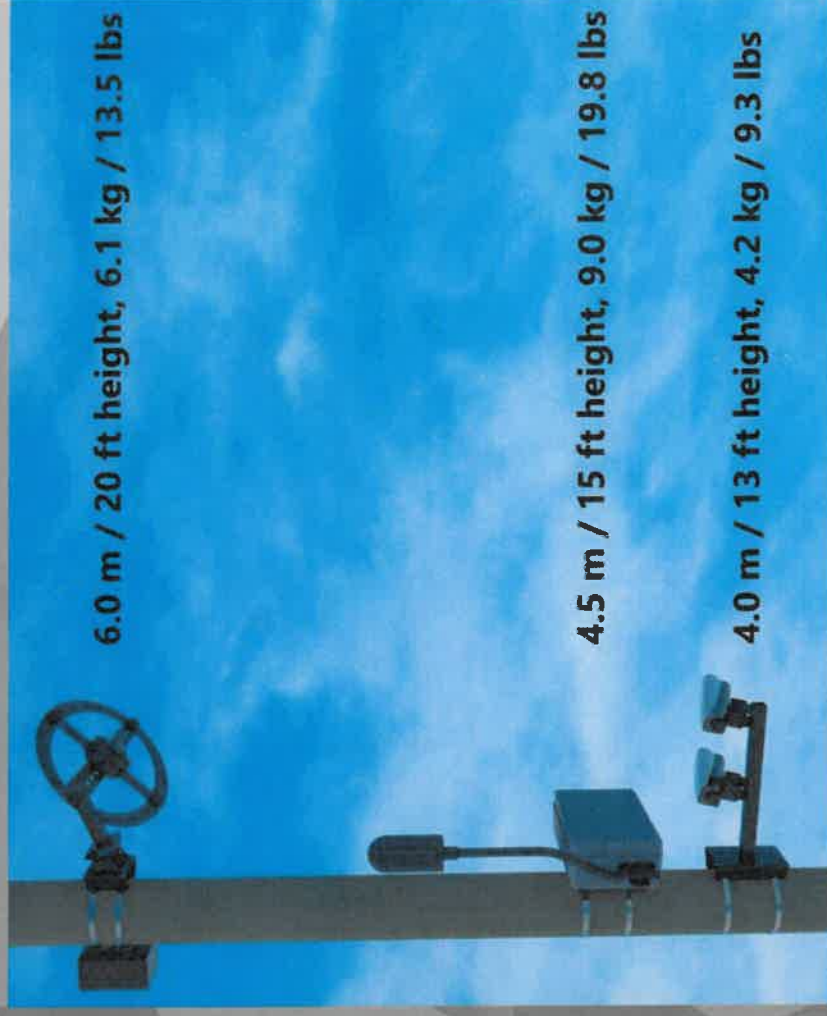
WEIGHT

19.9 kg including mounting system

ORDERING INFORMATION

SoundVue Noise Camera System

Installation & specifications



SoundVue™ is frequently installed on street lamp columns as we find that they are located in the right position relative to the road and are a cost effective alternative to constructing a new, bespoke powered pole.

Our service includes appraisal of the suitability of system locations but we advise installing with a clear minimum line of sight of at least 15 m in each direction. Any existing columns used must be checked for structural integrity/ wind loading.

CONTACT

Intelligent Instruments Ltd
The Kennel Building
3 Bassett Avenue
Southampton
SO16 7DP

02381 555080

www.soundvue.com

projects@soundvue.com

Due to ongoing product development, specifications are subject to change without notice

Testimonials and awards



Intelligent Instruments has been crucial to the success of the NYC Noise Enforcement Program.

They are constantly improving their equipment and software to meeting NYC's needs. Their staff are courteous and prompt with any requests. I have recommended them to government agencies throughout the US and Canada.

Oscar Gonzales, Director of Technology and Field Ops.



RBKC's experience of working with Intelligent Instruments has been an absolute pleasure. Their team of skilled professionals are not only knowledgeable in their field but also dedicated to providing the highest level of service and support.

Intelligent Instruments took the time to understand the borough's unique problems and needs and developed a tailored solution that exceeded our expectations.

I cannot recommend Intelligent Instruments highly enough for any business seeking innovative enforcement options and exceptional customer care

Cem Kemali, Lead Member for Planning & Public Realm



INTERTRAFFIC
USER EXPERIENCE AWARD 2024
WINNER

CERTIFICATE

The jury has awarded this award to

Intelligent Instruments Ltd

For the product:

SoundVue

*Winners of the prestigious
Intertraffic Production Innovation
Award for User Experience,
Amsterdam, April 2024*

Head of the Jury

INTERTRAFFIC
AMSTERDAM

Contact

The Former Kennel Building

3 Bassett Avenue

Southampton

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US (West): +1(323) 825-5002

info@soundvue.com

Soundvue.com

TM

SoundVue



**INTELLIGENT
INSTRUMENTS**

Protecting communities with vehicle noise cameras

SoundVue detects and captures disruptive vehicles in real-time.

SoundVueTM

Noise Camera Systems



Muffling & Engine Brakes

Focus on Muffler Equipped Vehicles

- Drivers depend on engine brakes for safe operation of their vehicles
- Driving public depend on engine brakes for safer travel with trucks
- Can't be disabled on some vehicles
 - Auto manual transmissions

Properly Muffled Vehicles

- Controls noise during acceleration as well as engine braking
- Manufacturer's original or after market replacement mufflers are within federal regulations
- Higher performance mufflers are available if greater noise suppression is required
- Proper maintenance reduces noise as well

Send the Right Message

If you must have a sign, allow the sign to create safer vehicle operation and improve safety on the roads for your community with the following:

- Allow the engine brake for public safety by requiring a proper muffling device
- Allow the truckers to utilize the safety benefits and cost effective engine retarding equipment they have come to depend upon
- Avoid Trademark infringement, use "engine brake" vs. Trademarked "Jake Brake®"

Incorrect Usage



Correct Usage



Next Steps

What is Jacobs Doing?

- Working with states and municipalities that have posted "no engine brake" signs to assist in implementing reasonable and effective noise control regulations and signs
- Regulate the causes, not the symptoms
- Support enforcement of existing noise laws
- Encourage use of proper mufflers and muffler maintenance procedures
- Recommend muffler inspection as part of current roadside commercial vehicle inspections
- Muffler identification procedures are available to inspect exhaust systems for proper configuration and condition

What Can You Do?

- Citizens can encourage local police to stop noisy vehicles and check them for muffler integrity
- If you know someone who is operating a vehicle with an excessively loud exhaust system, encourage him or her to fix it
- For examples of how municipalities have updated ordinances to reflect proper muffling requirements, visit us at www.jacobsvehiclesystems.com/about-us/environmental-health-safety/noise-concerns/
- If your community is considering an ordinance that prohibits Jake Brake or engine brake use, or you see a see an incorrect sign posted, please let us know by contacting us at legal@jakebrake.com.



Jacobs Vehicle Systems®

22 East Dudley Town Road
Bloomfield, CT USA 06002

www.jacobsvehiclesystems.com



ENGINE BRAKE NOISE

Who Is Jacobs Vehicle Systems?

Since 1961 Jacobs Vehicle Systems has led the trucking industry in worldwide engine brake solutions for heavy duty vehicles. Originally developed and patented by Clessie L. Cummins in 1957, today the Jacobs' Engine Brake can be found worldwide with over 9,000,000 engine brakes sold.

What's Inside?

- Engine Brake 101
- Noise Concerns
- Noise Regulation
- Muffling & Engine Brakes
- Next Steps

What Is an Engine Brake?

- Vehicle retarding device used on diesel-powered vehicles
- Converts a power producing engine into a power absorbing air compressor

Why Use an Engine Brake?

- Reduces the load on foundation brakes which helps prevent dangerous brake overheating and fade, keeping brakes available for emergencies
- Controls vehicle speed on downhill grades, flatlands, and in traffic
- Minimizes speed differential between cars and trucks
- Reduces wheel brake maintenance frequency, cost, and increases tire casing life
- Aids specialized vehicle control systems
 - Cruise control
 - Collision warning systems
 - Auto-shift transmission controls

What Are the Benefits of an Engine Brake?

- Reduces Social Costs: "The savings in social costs of a reduction in runaway accident damage and injury would save the U.S. between \$19,273,000 and \$37,322,500."
- Increased Productivity: "An ordinary truck operator could gain as much as \$2,400 in a year from just the increased benefit gained from a retarder."
- Reduced Brake Maintenance Cost: "If only 25% of all brake truck axles were on retarder equipped vehicles, brake savings alone would amount to \$185-274 million every year."

Source: National Highway Traffic Safety Administration

Sources of Vehicle Noise

Engine Noise

- Exhaust
- Engine Combustion
- Engine Brake
- Intake and Turbo
- Fan

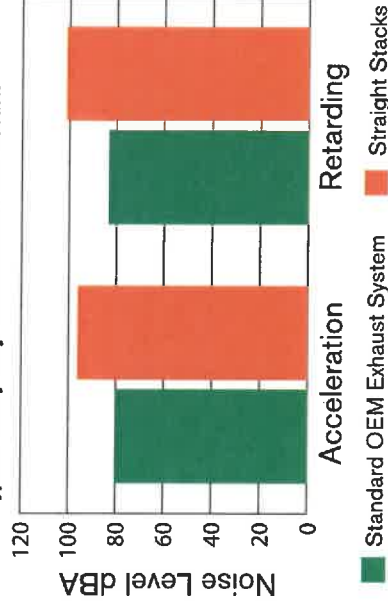
Truck Noise

- Tire and Road
- Mechanical
- Drive Train
- Chassis
- Wind

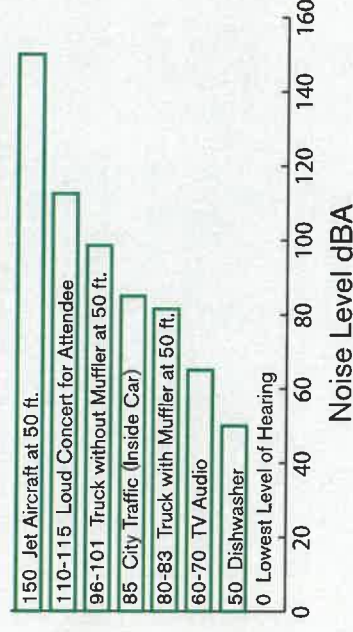
Characteristic Engine Brake Sound

Engine brake noise is a component of exhaust noise and is controlled by a functioning muffler. While there is not a large difference between engine brake and acceleration sound levels, there is a very noticeable difference when the engine brake is not muffled.

Typical Heavy Duty Vehicle Noise Test Results



Sound Pressure Levels - Human Perception



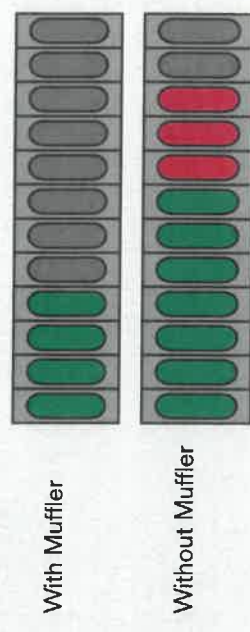
Federal Truck Noise Emission Control Regulation

EPA Regulation Title 40 CFR Part 205:

- Trucks built after January 1, 1988 must not produce sound emissions in excess of 80 dBA
- Manufacturers must communicate to the end user what constitutes as "tampering" with the vehicle noise control system
- Tampering by dealers, repair personnel, end purchasers, and operators is prohibited
- Removal of any noise control components voids certification and is unlawful
- 2007 emissions regulations requires the addition of exhaust after-treatment which has two positive effects:
 - Added components tend to reduce noise emissions in addition to exhaust emissions
 - All exhaust components are now part of emissions certification
 - Illegal to tamper, modify, or remove exhaust components
- Continual emissions regulations will further enhance exhaust after-treatments and reduce overall emissions

Engine Brake Noise Test

40 mph Drive-by Test at 50 ft. with an Engine Brake



From: Noise Pollution Clearinghouse <npc@nonoise.org>
Sent: Friday, August 29, 2025 8:05 AM
To: Charles Safford <csafford@stowevt.gov>
Subject: [EXTERNAL] Draft Noise Ordinance for Stowe Select Board Meeting

Dear Stowe Selectboard Members,

My name is Les Blomberg, and I am the director of the Noise Pollution Clearinghouse in Montpelier, Vermont. Our organization is dedicated to addressing noise pollution issues and promoting healthier soundscapes for communities across the United States.

I am writing to present a draft noise ordinance that I developed in collaboration with Stowe resident Karen Akins. The purpose of this ordinance is to provide residents and visitors with protection against excessive noise, thereby preserving the quality of life and ensuring a healthy sound environment in your community.

Attached to this email is the draft ordinance for your review. I believe it lays a strong foundation for fostering a more peaceful atmosphere in Stowe, and I would be happy to discuss it further at an upcoming public information meeting. Please feel free to reach out with any questions or for additional clarification.

Thank you for your attention to this important matter. I look forward to your feedback.

Best regards,

Les Blomberg
Director
Noise Pollution Clearinghouse



BROOKE O'STEEN
Chief of Police

350 SOUTH MAIN STREET
STOWE, VERMONT 05672

TEL. (802) 253-7126
FAX (802) 253-2584

To: Charles Safford, Town Manager

From: Chief Brooke O'Steen

Date: July 15th, 2025

Subject: Noise Ordinance

The Stowe Police Department has received 91 calls for noise complaints over the last two fiscal years (July 1st, 2023-June 30th, 2025). The top three noise complaints are Loud Music, Parties, and sound of Gun Shots. A small amount of the Loud Music calls are from businesses. Out of all the noise complaints there have been no citations issued. All officers try to educate and request compliance. Officers usually explain that if the noise continues it will lead to enforcement action. Please see the attached graph to see the other common areas for noise complaints.