
Follow Up - September 21, 2026

From Elizabeth Conn <ej_conn@yahoo.com>

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To Land Use <landuse@salisburyct.us>

To the Salisbury Planning & Zoning Commission

Re: Air Quality Monitoring at Lime Rock Park — Docket #2026-0315

Dear Chair Shyer and Members of the Commission,

I appreciate you allowing time for my questions and addressing my concerns at this evening's meeting. I would like to reiterate and share more information, points that may perhaps prove helpful.

Regarding Lime Rock Park's PurpleAir monitors' uptime, and the general framing of "air quality compliance" used through this platform, I have a specific concern: I do not believe the current monitoring approach or addition of two more monitors, if improperly installed, will be monitoring and measuring the pollutants that actually pollute the most for this particular activity.

Are the PurpleAir devices using PM2.5 generally associated with combustion and exhaust for fine particulate? That's a reasonable thing to measure for conventional cars or general racing. Drifting is a fundamentally different activity: its entire purpose is built around sustained, repeated rubber tire slipping and abrasion, and the resulting cloud it creates. I've looked into what the actual research says about what Drifting activity produces, and it changed my understanding of what should be measured.

If Lime Rock's monitors are only reporting PM2.5, as I stated appears to be standard for PurpleAir devices, an activity like Drifting defined by tire abrasion and 'burning rubber' would be generating exactly the type of pollutants these devices *are least* equipped to catch — so producing a record of "no anomalies" reading looks reassuring but simply isn't asking the right question, and therefore insufficient in reporting accurate measurements.

I'd also like to again suggest the careful consideration of where these devices are located for monitoring. The Track reported two monitors currently at the property's entrances — White Hollow Road (I could not find one for this location on the PurpleAir map during the drifting event) and the Track Office on Route 112 (where it appeared two devices were located at the time of the drifting event) — either way, neither location is conducive to accurate measurements as they are not located in the Drift Zones. The facts state that particulate concentration from the tires is exponentially more noxious and heavier than exhaust, dropping more quickly at its source. A monitor placed at the boundary of the property may therefore egregiously understate what noxious products and gases are being generated.

Separately, I want to note something I think is important for context: Connecticut DEEP's PurpleAir program is, by its own description, a supplemental, community-based initiative. Other states also running the same PurpleAir infrastructure plainly state that this kind of data "is not used for official Federal or State regulatory determinations." I say this because I believe Lime Rock Race Track and the Commission, have referred to "State of Connecticut or EPA approved" monitoring in a way that may imply a level of regulatory oversight PurpleAir monitors may not actually provide.

My request is simple: I'm asking the Commission to consider requiring that the monitoring equipment used specifically measures for PM10, not just PM2.5. That the devices be placed at the actual drift zones, not at the property's perimeter, and that the public be assured that a non-bias entity, one not associated with the track or any of its investors, monitor and analyze the results. My understanding is that 10-minute interval readings, carefully monitored, corresponding date and time with the actual Drifting occurrences (schedules can often change for unexpected reasons), would be best for testing accuracy.

Perhaps you have already determined much of what I have just shared. I am no expert. I am a concerned citizen. I am someone who purchased my home 15 yrs ago after completing, what I thought was due diligence with regards to the Track, its history, and regular court battles. I knew that there was some restricted unmuffled racing (many Gridlife cars run unmuffled, by the way); I was assured by the real estate agent that Sundays were protected (Lime Rock Citizens later had to fight and pay yet again to maintain that legal promise), and noise restrictions were in place for the benefit of the residential neighborhoods surrounding the track property, though I am not clear on what that ceiling is for noise levels during Gridlife and Drifting, do you?

I do worry what will happen when the track wants more Drifting time, or when Drifting turns out to be just another fad, a get rich in the moment and walk away from the consequences later type of event that leaves behind dangerous pollutants, a deserted neighborhood, and no one to clean it all up. Dramatic, perhaps, but then again, best to plan ahead. Certainly, neither of those events are what I envisioned when I moved to the Historic Lime Rock section of Salisbury.

Please, do your best to help us continue to maintain a reasonable balance between Track business and our residential neighborhood.

And thank you all for your time, patience, and best efforts in what I can only imagine must be nothing less than a most challenging position.

Sincerely,

Elizabeth Conn

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