

Communication from Public

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Comments for Public Posting: AUTOMOTIVE NOISE AND VIBRATION POLLUTION IN LOS ANGELES: DELIBERATELY NOISY MUSCLE CARS AND PICKUPS ARE THE WORST, AND IT'S TIME THE CITY OF LOS ANGELES (AND THE STATE OF CALIFORNIA) ACTED ON THIS. MY PROPOSALS:

Environmental Noise Pollution is a serious and growing quality-of-life -- and even psychological -- issue that takes too many forms in the modern urban environment (and is much more than just the noisy and obnoxious Covid dust-spreading leaf blowers so complained about). The single most avoidable and unnecessary part of the increasing sonic assault on Angelenos is deliberate purely recreational automotive noise and vibration pollution. It's everywhere: in our homes and in the public spaces where we live, walk, and (in my case) wait for buses -- and, increasingly, dine and recreate in the gradually pedestrianizing boulevards and roadways of the Covid '20s. The worst of auto noise pollution comes from the deliberately noisy and vibratory recreational car exhaust modifications and installed aftermarket devices such as "tips" and resonators on the pickups, muscle cars and SUVs that roar through our neighborhoods: a small deliberately nasty subset of people who apparently have the time, money, and inclination to blanket the city they share with the rest of us with sometimes massively loud, percussive, thunderous, sudden, extended, and/or low-frequency vibration as they (typically) speed through our streets. Automotive noise and vibration pollution has been the single most significant source of acoustic pollution during the blessedly quiet period of the Covid Crisis (one of a very few positive outcomes of this unprecedented pandemic). Anyone with PTSD has a problem with this. Anyone who lives on the street (our fellow citizens who are homeless) is affected. Anyone without a car who finds themselves waiting for a Metro bus or a DASH connector is impacted. Anyone who dines in a newly outdoor restaurant or bistro is putting up with this. Anyone who lives on or near an arterial (or, increasingly on any kind of roadway or street in Los Angeles or Southern California, which seems to be a hot spot for recreational automotive pollution) is terribly affected. The San Fernando Valley is one of the hot spots in the regional hot spot. Most of the remedies to this are in the domain of the State of California -- and the City should

push our State legislators to act on these proposals: 1. California needs to end the legal sale of aftermarket resonators, tips, and the whole gamut of these devices by the auto parts stores. 2. The State should make the absence/removal of these devices a condition of registration/re-registration of cars during the smog inspection process. 3. The State might at a bare minimum require car insurers to add a substantial policy cost enhancement for the presence of these devices (although that should be only temporary, pending a total ban of the devices). Senator Hertzberg and Assemblymember Nazarian have both politely listened to my appeals, dating back to 2013, but nothing has happened on this to my knowledge. Appeals to other elected officials also have gone nowhere. In a private discussion with City Councilmember David Ryu in 2017, he expressed support for the idea and for my suggestion that he speak with our local California legislators about working together on the automotive recreational noise pollution scourge. An additional approach Mr. Ryu suggested, was substantially increasing the fines and penalties for primary violations. This is part of the solution, but probably the least effective and workable. I've also proposed to L.A.'s data-centric City Controller Ron Galperin, other City leaders, and our Sherman Oaks Neighborhood Council that the City undertake a Los Angeles Noise Census to gather data on automotive noise and vibration pollution, starting with a handful of microphones located on streetlight poles and utility poles along selected arterials such as Van Nuys Boulevard, Ventura Boulevard, and Riverside Drive in the southeastern SFV, and elsewhere in L.A. The State could join the effort and, with an economy of scale, conduct Urban/Suburban Auto Noise Pollution Censuses in multiple State locations. We could study the lessons learned from the noise censuses conducted in other world cities such as Paris and Cairo. My proposed remedies, it should be noted, would operate to mostly avoid police-motorist interaction, an understandable and good goal. The unnecessary, avoidable, and indefensible acoustic assault from the radically inconsiderate subset of car owners and drivers needs to end. Our State reps -- spurred by our City representatives -- are the only ones who can accomplish this. I hope this will happen! Thank you. Gregory Wright Member, Sherman Oaks Neighborhood Council Transportation and Sustainability Committees 14161 Riverside Drive, #3 Sherman Oaks, CA 91423 coolpilot@roadrunner.com (818) 784-0325 (landline)