## Lopez, Donna

ATTACHMENT A

**From:** Mike Turk [kiplawson2@yahoo.com]
**Sent:** Tuesday, May 07, 2013 8:52 AM
**To:** Lopez, Donna
**Cc:** City Council; Kelley, Craig (home)
**Subject:** re:Loud motorcycle and car noise Council meeting tomorrow (Tuesday, 7 May)

Dear D Lopez,

I support councilman Kelley's initiative to curb unnecessary and intrusive noise in our community.

The motorcycle issue is just a start and it continues to worsen when the operators of these loud machines ( which are poorly Regulated on any government level) add even louder sound systems in order to hear offensive music over and above the noise they already create. This offensive and cutting noise is broadcasted throughout the area whether we want it or not.
I believe there are ordinances preventing commercial venders from freely canvasing the streets with loudspeakers. Why are motorcycles with loud sound systems driven by people from outside our community allowed to sachet down our peaceful streets at any given time ( especially on Sundays, the most regulated day of the week). There is something wrong with this picture.
How can this kind of entitlement exist?

I have read and heard discussion that our own Cambridge Police Dept refused to acknowledge or try to enforce the noise ordinances already in place. We have one of the best and highly financed Departments of Safety in the entire State of Massachusetts. This is not a money issue. This is part of the job the Police department is committed to as their motto declares..." to serve and protect".
If we are are not being served what are are we paying them to do?

Lastly, as this City of Cambridge constantly expands to accommodate the growing work force that is springing up in many unexpected new areas here, the problem of noise generated by more cars, constant construction and massive high rise building ventilation systems will guarantee that Cambridge will become one of the noisiest communities to live in.

Thank you for your consideration of this serious problem.

Sincerely

Michael Richards
25 Highland Ave
Cambridge, MA

ATTACHMENT B

Personally, loud motorcycle and car noise doesn't bother me (in my neighborhood in West Cambridge) at all. We do have occasional loud motorists blaring through our streets, but these "events" are widely spaced and short term, so the annoyance, even if at night, fades quickly from memory.

What is MUCH MORE ANNOYING (with regard to loud and even damaging noise disturbances) is leaf blowers in the yard of my neighbors (on all four sides). These machines are clearly in the damaging decibel range, and they go on for hours, particularly during the summer and fall months. The commercial groundskeeping services that my neighbors hire sometimes run multiple leaf blowers simultaneously outside my windows. They stir up dust, pollen and debris, and blow it all into my windows. They throw dust and debris onto my porch and into my windows. They disturb my peace and wake me from a summer nap. They are more annoying and more damaging to my health than rats and mice. And the City is loathe to do anything about them, presumably because they are commercial businesses that seek to maximize their profits (do more work in less time) at my expense – at the "hidden expense" to my health, well-being, and peace and quiet. So I am forced to pay the price because these companies have forgotten how to use a rake and a broom or a shovel. Because they figure it is more economical for them to use a "mechanized" solution.

If the City REALLY cared about noise, health and peace and quiet, these devices would be banned outright. Yeah, I know you can set a theoretical limit on the decibel level that they are allowed to emit, and I know they are already over the limit, but there is no practical way to enforce this kind of solution. It might give the "appearance" of providing a solution, a way out for those who suffer from this kind of injustice, but it's only an appearance. If you really want to do something about noise pollution, tackle a problem that can really do some good.

Chris Summerfield

**Lopez, Donna** ATTACHMENT C

**From:** Jay Fister [jcfister@yahoo.com]
**Sent:** Monday, May 06, 2013 8:26 PM
**To:** Lopez, Donna
**Subject:** City Council Meeting

Dear Ms. Lopez:

My wife and I are unable to attend tomorrow's council meeting but wanted to provide our opinions on the matter of noise from vehicles. We are disturbed by ambient noise including from loud cars passenger cars as well as from trucks such as waste container (dumpster) collection trucks. In the area of our home near the intersection of Harvard and Inman streets, these latter trucks routinely violate city noise ordinances by generating loud banging noises very early in the mornings.

We ask the council to create effective noise ordinances to regulate noise from such vehicles. Further, we ask the council to see that such ordinances are enforced.

Very truly yours,

Julius Fister
Liliana Gheorghiu

Sent from a tablet device

ATTACHMENT D-1

Dear Craig,

Thanks again for all your work trying to get some enforcement of the muffler regulations when it comes to motorcycles.

As usual for warmer nights, tonight there is the roaring of motorcycles so loud that it's completely impossible to get any sleep if you want to open your window. Even closing storm windows and using earplugs isn't much use when it comes to the ones with muffler "cut-outs", straight pipes, etc.

Noise Free America and other groups have been researching improved ordinances, such as "reasonable cause" for a police officer to issue a ticket to a motor vehicle for a tampered muffler. It's obvious which motorcycles have been tampered with. Also, once they're stopped there's an EPA label that can be checked to see whether it's a legal muffler. That doesn't include "straight pipes", Flowmaster "mufflers", mufflers with the baffles cut out, or any other modifications.

To not enforce laws such as these should be grounds for dismissal, going right to the top, to the police chief, and the City Manager. When I call the police department, I get told by the dispatcher or whoever they refer me to that they don't stop motorcycles [just for being motorcycles]. You can pretty much hear the chuckles in the background. Again, these "officers" have no place in office.

Maybe they think it's a way of getting back at the rich Cambridge latte-sippin' lefties. I'm none of these, but I do deserve to be able to sleep and not to have my health ruined by motorcycle thugs who get off on blasting hundreds of thousands of people out of their sleep every night.

Thanks again,

Chris Young

**Lopez, Donna** ATTACHMENT D-2

**From:** Christopher Young [cy56@comcast.net]
**Sent:** Saturday, May 18, 2013 3:51 AM
**To:** Lopez, Donna; Kelley, Craig
**Subject:** Substantial road traffic noise in urban areas contributes to sleep disturbance and annoyance

http://medicalxpress.com/news/2012-09-substantial-road-traffic-noise-urban.html

**The World Health Organization recently recognized environmental noise as harmful pollution, with adverse psychosocial and physiological effects on public health. A new study of noise pollution in Fulton County, Georgia, suggests that many residents are exposed to high noise levels that put them at risk of annoyance or sleep disturbance, which can have serious health consequences. The research is published in the October issue of *American Journal of Preventive Medicine*.**

"Our research estimated that the percentage of the overall populations at risk of high annoyance is 9.5%, and highly disturbed sleep at 2.3%," says co-investigator James B. Holt, PhD, of the Epidemiology and Surveillance Branch, Division of Population Health, National Center for Chronic Disease Prevention and Health Promotion, Centers for Disease Control and Prevention, Atlanta, GA. "Long-term exposure to noise could increase the risks of heart attack and high blood pressure. Nighttime noise can reduce sleep quality and increase morning tiredness and insomnia."

Fulton County, Georgia is a highly urbanized area incorporating the city of Atlanta and surrounding communities. Interstate Highway 285 runs around the heart of the county, and the area inside 285 has a complex high-density road network. Investigators collected a number of data sets to estimate road traffic noise exposure levels, including topographical information, vehicle volume and speed, and the mix of vehicle types. The US Federal Highway Administration's Traffic Noise Model was used to produce road traffic noise maps for daytime and nighttime. They calculated metrics to indicate the probability that certain percentages of the population, exposed to certain levels of road traffic noise, would be highly annoyed or have high levels of sleep disturbance, at a given point.

Three cities – Atlanta, Sandy Springs, and Alpharetta — contributed to 79% of the estimated total number of people who were highly annoyed by noise in Fulton County. Atlanta, Sandy Springs, and Roswell contributed to 78% of sleep disturbance. These cities also have the highest populations in the county. In terms of prevalence, the smaller city of College Park was the city most negatively impacted, with 11.3% of its daytime population and 3.7% of its nighttime population estimated to be at risk for experiencing annoyance or sleep disturbance. Most of the people affected appeared inside the I-285 corridor and contributed 68% and 64%, respectively, to the populations estimated to be at risk of experiencing high levels of annoyance and sleep disturbance.

In a US Census Bureau survey, the city of Atlanta had the lowest percentage of households among 38 metropolitan areas reporting the presence of road traffic noise. "It may be assumed that even more people would be affected in other densely populated areas of the US," notes Dr. Holt.

Dr. Holt suggests that more studies are needed to gain insights into the severity of road traffic noise in US urban communities. "We believe it is time to begin extensive traffic-related noise research and establish up-to-date policies to control and abate noise problems for our communities," he says. "Adequate restful sleep and mental well-being are as essential to good health as adequate nutrition and physical activity. Assessing and alleviating environmental noise is an essential element for improving or creating healthy communities where adults and children can play, work, and live."

**More information:** "Road Traffic Noise: Annoyance, Sleep Disturbance, and Public Health Implications," by Minho Kim, Seo I. Chang, Jeong C. Seong, James B. Holt, Tae H. Park, Joon H. Ko, Janet B. Croft (**dx.doi.org/10.1016... .2012.06.014**). It appears in the *American Journal of Preventive Medicine*, Volume 43, Issue 4 (October 2012)

**Journal reference:** American Journal of Preventive Medicine

**Provided by** Elsevier

Chris Young
cy56@comcast.net

**Lopez, Donna** ATTACHMENT D-3

**From:** Christopher Young [cy56@comcast.net]
**Sent:** Saturday, May 18, 2013 3:47 AM
**To:** Lopez, Donna
**Subject:** Motorcycle noise

# Heart attacks more likely where traffic is louder

***By Susan E. Matthews***

MyHealthNewsDaily

The louder the traffic near people's homes, the greater their risk of heart attack, a new study from Denmark says.

The researchers tracked more than 50,000 study participants for nearly 10 years and found that for every 10 decibels of added roadway traffic noise, the risk of heart attack increased 12 percent.

"We think traffic noise during the night is especially dangerous, because it disturbs sleep," said lead researcher Mette Sorenson of the Danish Cancer Society. But anytime you've been exposed to high levels of noise, "you have increased concentrations of stress hormones in your body," which could explain the increased heart attack risk, Sorenson said.

Sorenson and her fellow researchers found that the link between heart attacks and roadways held even after accounting for the heightened levels of air pollution near roadways. They estimated that 4 percent of all heart attacks in Denmark are related to traffic noise.

Sorenson suggested choosing a room with a low exposure to traffic noise for sleeping in, or insulating one's house against noise. It is also possible for officials to pave highways with low-noise asphalt, she said.

The real danger with noise pollution is that most people don't realize they are experiencing it, Sorenson said.

"You might wake up thinking that you had a quiet night, but when you look at it in a lab, you see that your sleep stages have been disturbed," she said.

For the study, the researchers asked participants to report where they lived and whether they had ever had a heart attack, along with other information, including their diets and physical activity habits. The participants' addresses were used to assess the noise they experienced. The researchers also accounted for factors that could affect participants' risk of heart attack, including gender, smoking, fruit and vegetable intake, and body mass index.

Noise pollution is not generally recognized as a health hazard, said Sally Lusk of the University of Michigan, adding that Europeans are generally more concerned about noise levels than U.S. residents are.

Lusk's own research has shown that exposure to high noise levels raises blood pressure; she said the new study's results did not surprise her. "Almost everyone is listening to something that is louder than it should be," she said,.

Noise pollution tends to be higher in cities, but Sorenson emphasized that it is possible to "live very quietly in a city but very noisily in a rural area," particularly depending on proximity to highways.

While the link between noise pollution and heart attack risk has been shown before, the new study is one of the first to demonstrate an incremental correlation between increasing noise and increasing risk. Previous studies have shown that risk increased at noise levels above 60 decibels; this study showed that risk increased between 40 and 80 decibels.

Ten decibels of noise is enough to interrupt a conversation, while 85 decibels is the minimum level at which hearing protection is required in a workplace, Lusk said.

The study was published today (June 20) in the journal PLoS ONE.

**Lopez, Donna**

ATTACHMENT E

**From:** Steve Dickman [sdickman@gmail.com]
**Sent:** Monday, May 06, 2013 8:12 PM
**To:** Lopez, Donna
**Cc:** Craig Kelley; Cheung, Leland
**Subject:** Less noise from cars, motorcycles and LOUD SOUND SYSTEMS IN CARS

Dear D Lopez,

I'm writing to express my support for noise reduction on the city streets starting with loud car sound systems and including motorcycles and trucks. There should be stricter noise ordinances and they should be vigorously enforced. I'm a 21-year Cambridge resident who has worked in Cambridge for 17 of those years. Loud cars and motorcycles have definitely degraded the experience of living here.

Best regards,

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Steve Dickman
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sdickman@gmail.com