Local Observations of the Vehicular Noise Pollution here in Appleton-

My name is … and I live off of North Green Bay Rd. in the Peabody Park Neighborhood area. This is a beautiful and historic part of Appleton. Have any of you seen the nature these days of the restored Fox River?

I here to today to relay my Observations of the Vehicular Noise Pollution in our part of Appleton.

My chief observation is there is clear and apparent Demonstration of Speed behaviors on the part of motorists that are performed repeatedly at disproportionately high rates in the East College Ave. Bridge area corridor and to a lessor extent along the S. Walter Ave and E. Newberry St. Corridor.

The behavior of this activit has a temporal correlation with the Warm Weather Season, the Day of Week, with the Escalations happening in predictable fashion.

My observations show a clear correlation between the day of the week and suggesting that the lead-up-to the weekend driving behavior is the primary driver of the disturbance.

Here in Appleton I will propose that there is a Locational Specificity - a Geographic Preponderance - of where this Excessive Vehicular Noise occurs. This is not a prejudiced statement, but rather an observationally verifiable social behavioral phenomenia here in Appleton.

The writer Malcolm Gladwell is journalist for the New Yorker Magazine and the creator of the Revisionist History Podcast. His writings often deal with the unexpected implications of research in the social sciences, such as sociology and psychology, and makes frequent and extended use of academic work to support his work.

In his book *Talking to Strangers*, Gladwell argues that human behavior is often "coupled" to particular places, circumstances, and contexts... suggesting that Sometimes the environment and the place themselves together strongly determines what people do there.

Certain places repeatedly produce excess noise behavior: For example the entrance into and out of Appleton from the East College Ave. Corridor is a chief location where excess vehicular noise is comes from. The location of East College Bridge creates a funnel effect for noise that impacts the residential areas and parks directly. (Show map)

The experience of this for residents bordering this area is a noise projection effect from the elevated bridge. The sound travels directly and clearly through the River valley and residential housing and building density of the Peabody Park Neighborhood does not absorb this motor vehicle generated noise. The specific sounds of rapid, ballistic vehicular acceleration and unlawful speed are usually accompanied with the screeching rapid deceleration sounds that creates a constant state of anxiety in our neighborhood for an anticipated ensuing accident and crash.

I believe that the City and Health Department's Report in response to the Resolution does not reflect the concerns of what many residents of Appleton feel about the vehicular noise pollution problem.

While in the present Resolution there are legitimate concerns of the expense and effectiveness of automated instrumental methods for roadway sound monitoring and enforcement, the City and Appleton PD assertion that efforts to date are adequate, is totally insufficient. (My example living along E. College the past 3 years.)

The response that vehicular noise pollution is either too complex or too expensive to understand is a disservice. I do not accept the argument that vehicular noise pollution is not able to be regulated solely on the basis of the presence of an OEM muffler being on a vehicle. The overriding factor that governs the noise pollution that we experience is due to driver behavior and driver behavior alone. Behaviors can be changed. A better quality of life here in Appleton can be achieved.

I want to run a Thought Experiment

"What is the level of vehicular sound from a compliant vehicle at a constant velocity of 30 mph or less?"

"What is the level of vehicular sound from a compliant vehicle that makes a lawful constant acceleration, or a controlled deceleration using braking that does not result in the loss of traction?"

think about that … moving on:

What are Traffic Quieting Techniques that are practiced around the world?

What would the Strict Enforcement of Speed Limits along the E. College Corridor: to 30 mph and 25 mph, look like?

What if the Appleton Police Department did enforce restrictions against "Demonstration of Speed and Reckless Driving Behaviors" fully?

They did it in Minnesota

UNREASONABLE ACCELERATION; RECKLESS DRIVING.

(A)Unreasonable acceleration prohibited. No person shall accelerate any motor vehicle with an unnecessary exhibition of speed on any street, driveway or parking lot, whether public or private property, within the city. Prima facie evidence of unnecessary exhibition of speed shall be squealing or screeching sounds emitted by the tires, or the throwing of dirt by the tires of the vehicle, or both.

(B)Driving conduct is regulated. No person shall drive a motor vehicle within the city in such a manner that it could endanger person(s) or property within the city.