

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

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Contact Information

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The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 01/14/2020

Type of NC Board Action: For

Impact Information

Date: 02/06/2020

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 19-0604

Agenda Date:

Item Number:

Summary: Calls upon LA DOT to put forth a car idling ban educational campaign.

City Council File Number 19-0604

Title: Ban on Car Idling

Historic Cultural Neighborhood Council representing the Arts District and Little Tokyo

Position: Support

Summary:

Calls upon LA DOT to put forth a car idling ban educational campaign.

The Historic Cultural Neighborhood Council, representing more than 7,535 resident stakeholders, supports Councilmember Paul Koretz's motion to ban Car idling.

It is necessary to address the issues of poor air quality in Los Angeles due to the increasing concern over the climate emergency.

Car idling puts 3 million tons of CO₂ into California's atmosphere annually. At least one-third of greenhouse gas emissions in Los Angeles is from the transportation sector. This especially impacts our communities due to a blend of industrial and residential land uses.

The LA region has received an on-going annual failing grade from the American Lung Association's "State of the Air" report. Los Angeles is considered the most ozone-polluted metropolitan area in the United States.

Air pollution poses significant dangers to public health, including risk of premature death, reproductive and developmental harm, cardiovascular disease, lung cancer, and asthma. Over 250,000 children and 1.1 million adults in the Los Angeles metropolitan area reportedly have asthma, with low-income communities of color particularly at risk. It's a public health issue.

Sensitive locations all over Los Angeles, such as schools, hospitals and senior centers, as well as emissions choked areas such as garages, parking lots and travel hubs are most at risk. Distracted Idling is increasing as we sit in our cars to charge and talk on phones, as ride-hailing and delivery services leave parked vehicles engines running. Limiting needless vehicle idling to one minute or less will protect everyone from kids to construction workers.

Idling is Zero MPG Activity which creates 3 Million Tons of unnecessary CO₂ and other pollutants in CA annually - it is counterproductive to be concerned about car MPG standards and completely ignore this 0 MPG behavior. Turning off the engine when not driving should be as second nature as turning off the light when leaving a room.

At least 7 states including Texas, New York, and many cities have already implemented a car idling ban. We are in support of adopting the best practices from these places.

There are exemptions for emergency vehicles and engines necessary for loading, unloading, and processing operations.

This will not hurt low-income or homeless people, it will not be enforced in any way if the health or wellness of vehicle occupants are at stake, it will not interfere with necessary emergency and safety vehicle functions or commercial vehicle functions that require a parked idling engine.

The Los Angeles Motion would create regulations designed to avoid negative impacts on the homeless or low income communities.

Research has consistently found that it's less polluting and more fuel efficient to turn off a modern, fuel-injected vehicle than let it idle for more than 10 seconds long.

We need an effective ordinance coupled with an impactful educational campaign by LA DOT.

This motion would raise consciousness to turn off parked idling. The LFNC calls on LA City Council to support the Los Angeles Koretz idling ban and post "Clean Air Zone- No Idling Allowed" signs in sensitive areas.

On Behalf of HCNC's unanimous support,

Michael Maier



President
HCNC-ADLT