

**Budais, Nathalie**

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**From:** Kapaj, Simon SHA <Simon.Kapaj@saskhealthauthority.ca>  
**Sent:** Sunday, March 01, 2020 9:22 AM  
**To:** Budais, Nathalie  
**Cc:** Flores, Mariniel  
**Subject:** RE: Follow-up-SHA Response

Hi Nathalie,

Thank you for providing us an opportunity commenting on mitigating vehicle noise within the city.

My sincere apologies for the late reply (dealing with some Public Health emergencies).

In a big picture noise mitigation measures include traffic management, road surface improvements, structural noise attenuation, promotion of alternate forms of transportation, building design, and noise monitoring. Evidence indicates that noise mitigation strategies are most likely to be effective and sustained over time when implemented at the noise source (e.g., vehicle), and when they are tailored to the type of noise (e.g., road traffic). Interventions to address noise are also more effective when implemented across sectors such as planning and environment. Another key point is that a number of jurisdictions conduct noise monitoring (or noise mapping) either during or following the implementation of noise mitigation initiatives.

Major approaches to traffic calming include:

-The black-spots approach - typically aimed at improving road safety. It include strategies like the installation of calming measures (speed humps, roundabouts, etc.) at one or more specific locations considered to be at higher risk for producing higher noise. The area-wide approach, while it also often includes road-safety objectives, aims more generally to improve the living environment.

-The traffic calming interventions most effective in reducing traffic noise are those that reduce speed variations and driving speeds, while reducing traffic volumes and avoiding the use of vertical deflections (e.g., speed bumps) on routes frequented by heavy vehicles (e.g., buses and commercial vehicles).

There are interventions that specifically can be done for example on Spadina Crescent including -school zone designations, considering at the same time safety for citizens to access the nearby Park, limit traffic on weekends, holidays, and evenings, and reduce speed on these roads.

Certainly addressing excessive noise from vehicles such as modified mufflers etc. would contribute in reducing noise pollution but it may not be enough in long term.

Monitoring, testing and evaluation are important tools in the management of traffic noise issues. The City of Saskatoon needs to implement routine measurements of traffic noise levels.

If the projects are expanding for example with Spadina having a hockey arena, Saskatchewan's largest children's gathering place (Wonder hub and Playland), Riverboat cruise, Shakespeare on the Sask, The Wier and busiest walking path on Meewasin it makes sense to reduce traffic speeds. Reducing traffic flow and creating a safe zone for kids has to part of the overall strategy.

Cities like Toronto have Noise Action Plan

(<https://www.toronto.ca/legdocs/mmis/2019/hl/bgrd/backgroundfile-138868.pdf>) indicating clearly that collaboration is required with external stakeholders and other levels of Government.

FYI some references below:

1-European Commission (2016). Environmental Noise Directive. Available at: European Commission.

Environmental Noise Directive. Available at: [http://ec.europa.eu/environment/noise/directive\\_en.htm](http://ec.europa.eu/environment/noise/directive_en.htm)

2-European Commission. 2017. Future Brief: Noise Abatement Approaches. Science for Environmental Policy. (17): [http://ec.europa.eu/environment/integration/research/newsalert/pdf/noise\\_abatement\\_approaches\\_FB17\\_en.pdf](http://ec.europa.eu/environment/integration/research/newsalert/pdf/noise_abatement_approaches_FB17_en.pdf)

3-World Health Organization. (2018). Environmental Noise Guidelines for the European Region. Available at: <http://www.euro.who.int/en/health-topics/environment-andhealth/noise/publications/2018/environmental-noise-guidelines-for-the-european-region2018>

4-Guidelines for Community Noise available at: <https://www.who.int/docstore/peh/noise/Comnoise-1.pdf>  
<https://www.who.int/docstore/peh/noise/Comnoise-1.pdf>

5-Current Framework of Vehicle Noise Regulation in Japan available at <https://www.unece.org/fileadmin/DAM/trans/doc/2012/wp29grb/ECE-TRANS-WP29-GRB-56-inf18e.pdf>  
<https://www.unece.org/fileadmin/DAM/trans/doc/2012/wp29grb/ECE-TRANS-WP29-GRB-56-inf18e.pdf>

6-Understanding and Improving Arterial Roads to Support Public Health and Transportation Goals available at: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5508169/>

Thanks for the opportunity and for working on this important public health issue for our community!

If you have any questions I would be happy to discuss further.

Regards,  
Simon

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