MARCH 2012 THIS POLICY IS CURRENTLY UNDER REVIEW

Traffic Noise and Transportation Projects
Fact Sheet

www.edmonton.ca/TrafficNoise September 2010

The City of Edmonton *Urban Traffic Noise Policy (UTNP)*

When the City plans to build or upgrade a major transportation facility such as an arterial road or an LRT through or adjacent to a developed residential area, it must follow the *Urban Traffic Noise Policy* (C506) to determine if and where noise attenuation (noise barriers) should be provided. The policy states:

> *"The City of Edmonton will seek to achieve a projected attenuated noise level below 65 dBA Leq_{24} or as low as technically, administratively, and economically practical, with an objective of achieving a noise level of 60 dBA Leq_{24} where any urban transportation facility (major arterial roadway, light rail transit, or future high speed transit) is proposed to be built or upgraded through or adjacent to a developed residential area."*

What does it mean?

- The UTNP policy is in place to address traffic noise impacts within residential areas.
- The objective is to achieve a noise level of 65 dBA Leq_{24} or lower for residential areas.
- If the predicted noise level is 65 dBA Leq_{24} or greater, a noise barrier may be provided.
- Traffic noise levels are measured in decibels (dBA) over a 24 hour period (Leq_{24}); and are expressed as dBA Leq_{24}. This value considers both daytime and night time conditions, and is commonly used by many major Canadian municipalities.

How is traffic noise measured?

When a City of Edmonton transportation project is being planned, noise measurements are first taken to determine existing base noise levels. Computer modelling takes these measurements, proposed infrastructure changes, and projected future traffic volumes (20 years) to predict future noise levels. These noise levels are then reviewed to determine the impact to residential backyards adjacent to the project. If the modelled noise levels meet or exceed the UTNP threshold of 65 dBA Leq_{24}, noise attenuation is considered with the project. Should noise attenuation be considered, the analysis will then address what type of noise barrier is needed, if it is technically feasible to provide one, and where it needs to be placed to achieve a discernable reduction in noise levels for adjacent properties.

How are you involved?

If the technical analysis determines noise attenuation is required and construction is feasible, the *UTNP then* requires a survey be completed to obtain stakeholder approval.

- The survey is provided to stakeholder property **owners** immediately adjacent to the proposed noise barrier.
- At least 60% of stakeholder properties must support the project before it may proceed.

The policy also notes that within existing residential areas, community stakeholders must also have an opportunity to be involved in the choosing of the materials and appearance of the proposed barrier.

For more information about the UTNP and traffic noise, visit www.edmonton.ca/TrafficNoise