



Operations Committee Agenda

Tuesday, May 21, 2024

Tom Davies Square

Councillor Signoretti, Chair

2:00 p.m. Open Session, Council Chamber / Electronic Participation

City of Greater Sudbury Council and Committee meetings are accessible and generally held in the Council Chamber at Tom Davies Square unless otherwise stated on the agenda. Some meetings are broadcast on Eastlink at Eastlink's discretion. With the exception of closed meetings held in accordance with the *Municipal Act, 2001*, meetings are open to the public for attendance in-person. Where possible, meetings are livestreamed and the recordings are saved for public viewing on the City's website at: <https://agendasonline.greatersudbury.ca>.

Please be advised that if you make a presentation, speak or appear at the meeting venue during a meeting, you, your comments and/or your presentation may be recorded and broadcast.

By submitting information, including print or electronic information, for presentation to City Council or Committee you are indicating that you have obtained the consent of persons whose personal information is included in the information to be disclosed to the public.

Your information is collected for the purpose of informed decision-making and transparency of City Council decision-making under various municipal statutes and by-laws and in accordance with the Municipal Act, 2001, Planning Act, Municipal Freedom of Information and Protection of Privacy Act and the City of Greater Sudbury's Procedure By-law.

For more information regarding accessibility, recording your personal information or live-streaming, please contact Clerk's Services by calling 3-1-1 or emailing clerks@greatersudbury.ca.

1. **Call to Order**

2. **Roll Call**

3. **Declarations of Pecuniary Interest and the General Nature Thereof**

4. **Consent Agenda**

For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.

4.1 **Routine Management Reports**

4.1.1 **On-Street Parking Restrictions – Maki Avenue**

4

This report provides a recommendation to address safety concerns on a section of Maki Avenue, Sudbury.

5. **Presentations**

5.1 **2024 Capital Construction Update**

7

This report and presentation provide Council with a summary of 2023 capital accomplishments and projects that are planned to be delivered in 2024 under the Capital Construction Program. These projects are required to meet the changing needs of the community and to maintain the City’s assets in a state of good repair.

5.2 **Solid Waste Management Master Plan - Phase 3 - Pre Consultation**

This presentation provides information regarding the development of the 2025 to 2035 Sustainable Waste Strategy prior to public consultation. Committee members are encouraged to provide feedback as part of the internal consultation process. This information will be consolidated and used to engage the public in the fourth and final phase of the Sustainable Waste Strategy.

6. **Managers' Reports**

6.1 **Landfill and Small Vehicle Transfer Station Operating Contract Term**

11

This report seeks approval to post the multi-year landfill and small vehicle

transfer station operating contract for an initial term of seven (7) years with three (3) additional one (1) year optional extensions.

6.2	Review of the Animal Control Bylaw Related to Dog Attacks	15
	This report provides recommendations regarding best practices for Vicious Dogs to enhance the current Animal Control Bylaw to deter dog attacks in our community.	
7.	Members' Motions	
8.	Correspondence for Information Only	
8.1	Road Safety Review – Intersection of Paul Street, Laurier Street West, and Hollybrook Crescent	22
	This report presents the results of a road safety review for the intersection of Paul Street at Laurier Street West and Hollybrook Crescent.	
8.2	Winter Control Update – February 2024	28
	This report provides an overview of winter maintenance activities for the 2023/2024 winter control season up to and including the month of February 2024.	
8.3	Transportation Demand Management Community Grant Program 2024 Update	33
	This report provides updates to the status of the Transportation Demand Management (TDM) Community Grant Program, including the results from the 2023 intake and approved projects from the 2024 intake. In 2024, the City's Transportation Demand Management Community Grant Program received 10 applications from community groups seeking funding to promote sustainable transportation in Greater Sudbury. All 10 applications were successful, resulting in a total funding allocation of \$10,000.	
9.	Addendum	
10.	Civic Petitions	
11.	Question Period	
12.	Adjournment	

On-Street Parking Restrictions – Maki Avenue

Presented To:	Operations Committee
Meeting Date:	May 21, 2024
Type:	Routine Management Reports
Prepared by:	Ryan Purdy Linear Infrastructure Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides a recommendation to address safety concerns on a section of Maki Avenue, Sudbury.

Resolution

THAT the City of Greater Sudbury prohibit parking at all times of the day on both sides of Maki Avenue, from 350 meters east of Paris Street to 480 meters east of Paris Street, as outlined in the report titled “Parking Restrictions – Maki Avenue, Sudbury”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on May 21, 2024.

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report refers to operational matters.

Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

Background

In 2023 Transportation and Innovation Support staff received a petition (see Appendix A) from residents on Maki Avenue outlining safety concerns on Maki Avenue. The petition asks for parking to be prohibited on the north side of Maki Avenue.

The section of Maki Avenue under review is 130 meters long and spans from 350 meters east of Paris Street to 480 meters east of Paris Street (see red line indicated in Figure 1 below). It has an operating width of 7

meters with a sidewalk on the south side of the street and a posted speed limit of 40 km/h. On-street parking is currently permitted on both sides on this section of Maki Avenue.

In 2018, parking was restricted on both sides of Maki Avenue at all times of day from 480 meters east of Paris Street to 654 meters east of Paris Street due to reduced sight lines related to a hill in the area (see blue line indicated in Figure 1 below).

In 2019, parking was restricted on both sides of Maki Avenue at all times of day from Paris Street to 350 meters east of Paris Street due to the road geometry affecting sight lines, and reduced visibility for oncoming traffic when attempting to pass parked vehicles (see yellow line indicated in Figure 1 below).



2018 Parking Restriction — 2019 Parking restriction — 2024 Proposed Parking restriction —

Figure 1: Current and requested parking restrictions on Maki Avenue

Staff did not restrict parking on the 130-metre section of Maki Avenue that is now under review because the area provided adequate sight distances.

Analysis

When Transportation and Innovation Support Staff receive concerns about on-street parking there are two options to determine if parking restrictions are recommended. The first is to perform a site visit to determine if the appropriate stopping sight distances are available for vehicles travelling on the road as was completed in 2018 and 2019. If the stopping sight distances are sufficient, the second option is for residents to submit a petition signed by the residents who would be affected by the proposed parking restrictions. The petition submitted by the residents of Maki Avenue fulfills that requirement. In addition to restricting parking on the north side of Maki Avenue, staff recommends to also restrict parking on the south side of Maki Avenue. Restricting parking on both sides of Maki Avenue in this area will keep a consistent approach to parking restrictions on the street and ensure residents on the south side of Maki Avenue will not have issues entering and exiting their driveways.

Conclusion

To address the concerns of the petition, staff supports that parking be restricted on both sides of Maki Avenue from 350 meters east of Paris Street to 480 meters east of Paris Street.

Resources Cited

Parking Restrictions - Maki Avenue, Sudbury - 2018

Accessed online: <https://pub-greatersudbury.escribemeetings.com/filestream.ashx?documentid=6140>

Parking Restrictions - Maki Avenue, Sudbury - 2019

Accessed online: <https://pub-greatersudbury.escribemeetings.com/filestream.ashx?documentid=1580>

PETITION

We the

Residents of Maki Ave ()

(Please identify the petitioners in general terms. For example, residents of Ward #, residents of Street Name, residents of Community Name, residents of the City of Greater Sudbury)

Briefly state the matter or argument in support of your petition. (This statement must appear at the top of each page on which you collect signatures.)

Maki Ave is a very narrow street. Parking cars on the street's side causes potential traffic accidents and possibly, injuries to residents. This is heightened if cars are parked on both sides of the street. Backing cars in driveways is difficult when cars are parked on the street.

State the specific request for action you wish Council to undertake.

It is recommended that parking ^{NOT} be allowed on the EVEN side of Maki. Parking on the ODD side causes no problems. Cars driven down the h.w. have a difficult time passing through in the presence of cars parked on both sides of the street. Speed bumps are also recommended.

Name and contact information of the Petition Spokesperson or Principal Petitioner.

Name

[Redacted Name]

Residential Address

[Redacted Address]

Mailing Address (if separate)

[Redacted Mailing Address]

Daytime Telephone Number

[Redacted Telephone Number]

Email (optional)

[Redacted Email]

Fax (optional)

[Redacted Fax]

Petition Statement (Title)

Parking on a section of Maki Ave

Name of Petition Spokesperson or Principal Petitioner

Same

2024 Capital Construction Update

Presented To:	Operations Committee
Meeting Date:	May 21, 2024
Type:	Presentations
Prepared by:	David Shelsted Engineering Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report and presentation provide Council with a summary of 2023 capital accomplishments and projects that are planned to be delivered in 2024 under the Capital Construction Program. These projects are required to meet the changing needs of the community and to maintain the City's assets in a state of good repair.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

Delivering the annual Capital Construction program supports Council's Strategic Plan Goal Area of Asset Management and Service Excellence by effectively optimizing the service life of the City's assets through the application of maintenance programs, rehabilitation, or replacement to extend the useful service life of the asset. The Program has also been successful in maximizing the value of the City's relationships with senior levels of government to secure funding from both the Provincial and Federal Governments that directly supports community infrastructure goals outlined in the City's approved master plans.

Financial Implications

There are no financial implications associated with this report.

Background

The Capital Construction Program ('Program'), delivered by Engineering Services, supports the City's strategic vision of being a centre of excellence and opportunity, while remaining focused on fiscal, social, and environmental responsibility for current and future generations. All capital investments in linear infrastructure and water/wastewater facilities align with approved infrastructure Master Plans and reflect Council's support for improving the quality of municipal infrastructure and maintaining assets.

The program is made up of two main types of projects: those required to meet projected growth needs and those essential for the renewal of the City's extensive portfolio of existing assets, which have an estimated replacement value of \$10.88 billion. While the present Capital Construction Program is heavily weighted towards asset renewal, it maintains strategic investments in ensuring Greater Sudbury is future-ready and positioned to capitalize on opportunities for economic growth.

2023 Capital Construction Accomplishments:

In 2023, the Capital Construction Program delivered approximately \$74 million in infrastructure improvements at a total of 168 locations across the municipality.

To date, the City has been successful in maximizing existing relationships and securing funding from senior levels of government to support implementation of the Capital Construction Program. In 2023, approximately 44%, or nearly \$32.5 million, was provided through Provincial and Federal grants for various project categories, including nearly \$10.2 million for the City's Bridge Rehabilitation program.

While the bulk of the City's program is focused on maintaining existing assets, the growth-oriented capital projects play an important role in ensuring the City is future-proofing its infrastructure to support economic development and job creation. In 2023, development charges of \$2.9 million were applied to development-driven capital projects across the City, to upgrade water and sewer capacity and to further improve stormwater management and the operations of two major intersections. Development charges are critical to ensuring that growth pays for growth and to minimize any additional pressure on the tax levy to deliver municipal servicing projects specifically directed at supporting development by private landowners.

The following list provides a summary of roads, water, sewer, stormwater, and active transportation capital construction accomplishments by the numbers:

- Installed 6,650 m of active transportation infrastructure, including sidewalk and trails at 13 locations
- Completed 27,050 sq. m. of large asphalt patches at 18 locations
- Installed 9,830 m of concrete curb and gutter at 15 locations
- Installed 2,490 m of new guide rail at 14 locations
- Installed 72 new streetlights
- Rehabilitated 5 bridges
- Performed 1,150 m of watermain lining at 6 locations
- Replaced 1,320 m of watermain at 4 locations
- Installed 15,700 new Advanced Metering Infrastructure (AMI) meters
- Completed nearly 4,000 m of sanitary lining at 20 locations
- Replaced 5,360 m of sanitary sewer at 4 locations
- Tendered 4 new W/WW facility projects
- Replaced 2,020 m of storm sewer at 12 locations
- Installed 850 m of culverts at 22 locations
- Rehabilitated 9 sports courts

Major Project Highlights:

Kingsway (Falconbridge Road to Silver Hills Drive)

Ongoing construction on the Kingsway, to be completed in 2024, will deliver upgrades to two of the City's highest-volume intersections, including at Barry Downe Road and at Falconbridge Road. Other improvements include new asphalt, the addition a cycle track within the boulevard on the Kingsway between Silver Hills Drive and Falconbridge Road thereby connecting the cycling network to Second Avenue and the addition of sidewalks to both sides of the road to improve connectivity and access for people who walk or take transit in this area.

Nighttime construction work was carried out to complete underground stormwater improvements through the intersection of the Kingsway and Barry Downe Road, in so doing minimizing traffic disruptions at an intersection that sees over 45,000 vehicles per day. While traffic delays were significantly reduced during peak times, completing construction work at night resulted in a 40% cost premium for the City.

Paris-Notre Dame Bikeway (Wilma Street to Van Horne Street)

Upon completion of the current cycling infrastructure project on Notre Dame Avenue and Paris Street (from Wilma Street to Van Horne Street), approximately 67% of the Paris-Notre Dame Bikeway will be implemented, connecting cyclists from Lasalle Boulevard in the north, through Bell Park, to Walford Road in the south. This project has been exceptional at leveraging the City's investment in building a connected cycling network to access millions of dollars in grants from senior levels of government, including \$3.3 million in Federal funding for the 2.3 km segment currently under construction.

Lasalle/Frood Roundabout

The Lasalle/Frood Roundabout project transformed a previously signalized intersection serving 25,000 vehicles per day at a lower level of service, to a two-lane, free-flowing roundabout, as part of the final project of Phase 1 of the overall Maley Drive Extension project. The roundabout project was successfully completed ahead of schedule and within approved budget, which was a cost-sharing partnership between all three levels of government, each contributing approximately \$26.7 million to the overall Maley Drive Extension cost of \$80.1 million.

Fielding Road Resurfacing (MR 55 to Hwy 17)

As part of the 2023 budget, Council committed to an interim repair of Fielding Road, while the City continues to develop longer-term solutions to road reconstruction and water and wastewater services in the area to meet business needs. Surface treatment, including a treatment commonly referred to as "chip and tar" and a fog seal treatment were completed on Fielding Road to improve the condition of the driving surface. The expected service life of these combined treatments is up to five years and was delivered at only 15% of the total cost of a full road reconstruction.

Fielding Road has been identified as a Strategic Employment Area as part of the Council-approved Employment Land Strategy and as such, staff will be completing detailed design of servicing improvements for the area to ensure a supply of serviced industrial land is available across the municipality. The short-term repair solution will provide additional time to explore a variety of funding opportunities for the eventual full reconstruction of the road.

Planned 2024 Capital Construction Program:

The City has a planned \$436 million capital investment over the next four years (2024 to 2027 inclusive). A summary of major projects, approved by Council to commence construction in 2024, is presented here.

Major Project Highlights:

Lasalle / Elisabella Servicing Upgrades - \$19.4 million

The City is increasing its economic competitiveness by investing in itself. Nearly \$20 million will be used to improve existing servicing capacity in the LaSalle/Elisabella Industrial Area, as part of the first phase of implementation of the Employment Land Strategy to support job creation. The project is proceeding in two phases, with Phase 1 beginning in 2024 and includes full road reconstruction with upgrades to water, sanitary and storm sewer for Lasalle Boulevard (Falconbridge Road to 70m west of Elisabella Street). Construction on Phase 1 is anticipated to take two years and be complete by end of 2025. Phase 2 includes servicing upgrades on Elisabella Street (Lasalle Boulevard to Lapointe Street) and Lasalle Boulevard (Elisabella Street to Foundry Street) and is expected to begin in 2026.

St. Charles Lift Station - \$19.7 million

The St. Charles Lift Station is being reconstructed and upgraded to minimize operational challenges and to increase the overall capacity of the City's sanitary sewer network in the Flour Mill area. Prior to construction, historic buildings, including the Flour Mill Museum, were relocated to nearby O'Connor Park to allow for the expansion of the existing lift station.

Nelson Street Pedestrian Bridge Replacement - \$3 million

Originally constructed in 1980, the Nelson Street Pedestrian Bridge is nearing the end of its useful service life and requires replacement. This bridge is an important link in both the City's pedestrian and cycling networks, and construction work will see the bridge widened to three meters to better support active transportation by providing adequate space for people who travel by non-motorized means to share the structure.

Pavement Rehabilitation Program Re-Introduction

Over the next four years, a total investment of \$244.3 million will go towards road construction and repairs to maintain the transportation network and includes \$37.1 million of the Accelerated Infrastructure Renewal Levy towards local and arterial/collector road upgrades.

The 2024 budget allowed for enhancements to the pavement rehabilitation program and provides an opportunity to reintroduce different asphalt treatments and technologies to extend the useful service life of our roads. When applied at the appropriate time in the asset replacement cycle, these asphalt treatments can extend the useful service life of the City's roads and improve the overall sustainability of the road's capital program.

Conclusion

The City of Greater Sudbury continues to maximize existing partnerships with senior levels of government and the local development industry to make significant investments in expanding and maintaining the City's roads, water, wastewater and stormwater management systems. With several large projects underway or planned to begin shortly, the City's Capital Construction Program will ensure that assets are properly managed and financially sustainable for generations of residents and businesses to come.

Resources Cited

1. City of Greater Sudbury, City Council Meeting, Report titled "Overview of Nighttime Construction In Greater Sudbury", November 14, 2023
<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=51538>
2. City of Greater Sudbury, City Council Meeting, Report titled "Maley Drive Extension Project Update", July 10, 2023
<https://pubgreatersudbury.escribemeetings.com/filestream.ashx?DocumentId=49993#:~:text=With%20this%20recommendation%2C%20rock%20removal,with%20construction%20completed%20in%202024.&text=In%20the%202023%20budget%2C%20Council,Maley%20Drive%20and%20Falconbridge%20Highway.>

Landfill and Small Vehicle Transfer Station Operating Contract Term

Presented To:	Operations Committee
Meeting Date:	May 21, 2024
Type:	Managers' Reports
Prepared by:	Aziz Rehman Environmental Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report seeks approval to post the multi-year landfill and small vehicle transfer station operating contract for an initial term of seven (7) years with three (3) additional one (1) year optional extensions.

Resolution

THAT the City of Greater Sudbury authorize Staff to issue a competitive procurement for the next landfill operating contract, which allows for a contract term of seven (7) years with three (3) additional one (1) year extension options as outlined in the report entitled “Landfill and Small Vehicle Transfer Station Operating Contract Term” from the General Manager of Growth and Infrastructure, presented to the Operations Committee on May 21, 2024.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report refers to operation matters.

Financial Implications

There are no financial implications associated with this report.

Background

The City of Greater Sudbury owns the following landfill and waste diversion sites, and a small vehicle transfer station:

- Sudbury Landfill and Waste Diversion Site;
- Azilda Landfill and Waste Diversion Site;
- Hanmer Landfill and Waste Diversion Site, and
- Walden Small Vehicle Transfer Station & Waste Diversion Site.

The site operations are contracted to a third-party service provider. The Service Provider is solely responsible for the complete day-to-day operations of the sites in a manner acceptable to the City and in compliance with all applicable laws.

The service provider is selected through a competitive bidding process in accordance with the City's Purchasing By-Law. The Purchasing By-law limits the term of multi-year contract terms to no greater than five (5) years when the annual acquisition cost is expected to be \$100,000 or more, unless otherwise approved by Council Resolution.

The current landfill and small vehicle transfer station contracts have a term of five (5) years, and that term will end on May 30, 2026. Staff are working to prepare a new tender document for posting in early 2025.

In an effort to benefit from the most advantageous pricing, Staff recommend extending the contract term to seven (7) years with three (3) additional one (1) year extension options. A longer contract term will allow bidders to amortize their financial investments in equipment over a longer period and fully depreciate its value over the life of the contract.

Analysis

Site Operations:

In previously posted competitive bids to complete landfill and small vehicle transfer station operations, Staff have employed strategies that allow for competitive opportunities from various sized businesses, and operational efficiencies. Some strategies involve the pooling of equipment and other resources between sites where feasible. Another includes allowing bidding of individual sites as well as combinations of sites. As an example, the current landfill operating contract invited bids for four separate opportunities as listed below:

- Bid 1: Walden Small Vehicle Transfer Station & Waste Diversion Site
- Bid 2: Azilda and Hanmer Landfill and Waste Diversion Sites
- Bid 3: Sudbury Landfill and Waste Diversion Site
- Bid 4: Operation of All Sites listed above.

Machinery and Equipment:

The City does not provide any machinery or equipment for the operation of the sites. The service provider supplies and maintains all machinery and equipment required to operate and provide the service. The equipment may be new or used provided it is in good working condition.

A list of the minimum machinery and equipment required to operate the sites is provided in Appendix A. Some of the machinery and equipment used to operate the sites is very expensive. Therefore, the service provider requires a sizable financial commitment to fulfill the contract obligations. Proving bidders the opportunity to amortize equipment over a longer contract term is a potential cost-saving strategy that has not previously been employed in the landfill and small vehicle transfer station operating contracts.

Potential Cost Savings:

It is difficult to determine to what extent the length of the contract term may impact the overall cost of landfill and small vehicle transfer station operations. However, discussions with service providers and the Auditor General support the concept that longer term service agreements are more likely to result in increased competition and cost-efficient bidding.

Next Steps

If approved, Staff will draft the landfill and small vehicle transfer sites contract with an initial term of seven (7) years from May 31, 2026, to May 28, 2033, and three (3) additional one (1) year optional extensions from May 29, 2033, to May 31, 2036. The competitive procurement will be posted in early 2025 and the resulting bids will inform future budget deliberations.

Conclusion

The City is committed to procuring quality cost-efficient services. Staff are seeking further opportunities for efficiencies that may translate into cost savings in the up-coming landfill and small vehicle transfer station operating contract. A longer term contract has been identified as a potential strategy that can be employed to contain costs in the upcoming contract bidding process.

Resources Cited

Purchasing By-Law 2014-1 (Consolidated) available at:

<https://www.greatersudbury.ca/city-hall/by-laws/by-law-pdfs-en/c-by-law-2014-1/>

Appendix A

Minimum Machinery and Equipment to Operate Transfer, Landfill and Waste Diversion Sites

Equipment Type	Sudbury Landfill		Azilda Landfill		Hanmer Landfill		Walden Transfer Site	
	Quantity	Full/Part Time	Quantity	Full/Part Time	Quantity	Full/Part Time	Quantity	Full/Part Time
4 x 4 pick-up truck for supervisors	1	Full Time	1	Full Time	1	Full Time	1	Full Time
steel-wheeled landfill compactor	1	Full Time	1	Full Time	1	Full Time		
track-type bulldozer	1	Full Time						
rubber tire front end loaders with various attachments	2	Full Time	1	Full Time	1	Full Time	1	Full Time
track-type excavator	1	Full Time						
excavator			1	Part Time	1	Part Time	1	Part Time
pick-up truck	1	Full Time	1	Full Time	1	Full Time	1	Full Time
roll-off truck	1	Full Time	1	Part Time	1	Part Time	1	Part Time
dump truck	1	Part Time	1	Part Time	1	Part Time		
road grader	1	Part Time	1	Part Time	1	Part Time	1	Part Time
water truck	1	Part Time	1	Part Time	1	Part Time	1	Part Time
road sweeper	1	Part Time	1	Part Time	1	Part Time	1	Part Time
grinder/chipper	1	Part Time	1	Part Time	1	Part Time		
screener	1	Part Time	1	Part Time	1	Part Time		
40 yard containers	17	Full Time	2	Full Time	2	Full Time	11	Full Time
20 yard containers			6	Full Time	6	Full Time	5	Full Time
95 gallon recycling carts	12	Full Time						

Review of the Animal Control Bylaw Related to Dog Attacks

Presented To:	Operations Committee
Meeting Date:	May 21, 2024
Type:	Managers' Reports
Prepared by:	Melissa Laalo By-Law & Security
Recommended by:	General Manager of Corporate Services

Report Summary

This report provides recommendations regarding best practices for Vicious Dogs to enhance the current Animal Control Bylaw to deter dog attacks in our community.

Resolutions

Resolution 1:

THAT the City of Greater Sudbury approves the recommended changes to the bylaw as outlined in the report entitled "Review of the Animal Control Bylaw Related to Dog Attacks" from the General Manager of Corporate Services, presented at the Operations Committee meeting on May 21, 2024;

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to amend the Animal Care and Control Bylaw 2017-22 to implement the recommended changes including amending the User Fee Bylaw.

Resolution 2:

THAT the City of Greater Sudbury directs staff to apply to the Office of the Regional Senior Justice, Ontario Court of Justice, to increase the Animal Control Bylaw set fines as outlined in the report entitled "Review of the Animal Control Bylaw Related to Dog Attacks" from the General Manager of Corporate Services, presented at the Operations Committee meeting on May 21, 2024.

Resolution 3:

THAT the City of Greater Sudbury directs staff to prepare a business case for the implementation of an annual proactive responsible pet ownership communication strategy and public education campaign as outlined in the report entitled "Review of the Animal Control Bylaw Related to Dog Attacks" from the General Manager of Corporate Services, presented at the Operations Committee meeting on May 21, 2024.

Resolution 4:

THAT the City of Greater Sudbury authorizes staff to petition the Government of Ontario regarding amending the Dog Owners' Liability Act (DOLA) to provide an expeditious process to hear DOLA proceedings, as well as an explicit mechanism for municipalities to recover costs incurred when an animal is held pursuant to a warrantor interim control order under DOLA as outlined in the report entitled "Review of the Animal Control Bylaw Related to Dog Attacks" from the General Manager of Corporate Services, presented at the Operations Committee meeting on May 21, 2024.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report refers to operational matters and has no connection to the Community Energy & Emissions Plan (CEEP).

Financial Implications

There are no financial implications associated with this report. If approved, a business case will be prepared for consideration during the 2025 budget process for the implementation of an annual proactive responsible pet ownership communication strategy and public education campaign for a projected cost of \$20K to \$30K annually. The proposed user fees will be presented in the 2025 budget and the set fines will need to be approved by the Regional Senior Justice.

Background

On December 11, 2023, the Community and Emergency Services Committee passed resolution CES2023-22 which directed staff to consult with other municipalities and jurisdictions to determine deterrents and penalties implemented in other jurisdictions with respect to off leash and vicious dog attacks and to report the result of that review together with any potential changes to our practices to the Operations Committee by the end of the first quarter of 2024.

This report confirms the practices and deterrents in place in the City of Greater Sudbury are consistent with other municipalities. The report provides recommendations to further enhance the Animal Care and Control Bylaw and certain practices to ensure the City of Greater Sudbury adequately addresses dog attacks in the community. This report was developed in consultation with Public Health Sudbury and District, Legal Services, and Communications.

Applicable Legislation Related to Dog Attacks

1. Animal Care and Control Bylaw 2017-22

Bylaw Services investigates and enforces requirements under the Animal Care and Control Bylaw 2017-22, which requires owners to follow regulations that reduce the likelihood of a dog attack. The Bylaw also sets out criteria to be met for Vicious Dog Notices and outlines associated conditions for dog owners.

2. Dog Owner's Liability Act (DOLA)

Provincial Legislation enacted in 1990, known as the Dog Owners' Liability Act (DOLA), makes dog owners potentially liable for damages caused by a bite or an attack, sought by the plaintiff through civil proceedings. Based on the severity of the attack and any history of incident reports, Bylaw Services may also commence proceedings under DOLA for the removal of a dog and/or destruction of the animal. Destruction is reserved for the most severe cases to ensure community safety. DOLA includes a process through which a court can order dog owners to take measures for the more effective control of their dog for the purposes of public safety in situations including where a dog has bitten, attacked or threatened people or other domestic animals. Individuals convicted under DOLA and its regulations or for contravening an order made under the law are liable to a maximum fine of \$10,000 or jail for up to six months, or both. Breaches of a court order could result in criminal charges, seizure and destruction of the animal.

3. Criminal Code of Canada

It is possible to be charged with a criminal offence under the Criminal Code of Canada if your dog bites or attacks someone. The applicable charge may be criminal negligence and criminal negligence causing bodily

harm as defined in section 219 (1) of the Criminal Code of Canada. According to the law, anyone who, by criminal negligence, causes bodily harm to another person is guilty of an indictable offence and is liable to imprisonment for a term not exceeding ten years.

4. Ministry of Health

In addition to Bylaw Services, Public Health Sudbury and District also investigate dog bites or attacks that could be result in the transmission of rabies to people. Investigation processes are dictated by the Health Protection and Promotion Act, its regulations, guidelines, and protocols from the Ministry of Health specific to the prevention of rabies.

Bylaw Services' Current Role in the Investigation of Dog Attacks

Bylaw Services investigates all reported dog attacks, near misses, and any reported dog behaviours that pose a threat to the safety of a person or domestic animal. The City's current practices are consistent with other municipalities in Ontario.

Provincial Offence Notices may be issued to owners of dogs where more than one dog is involved in the attack.

Where the attack is unprovoked, or where the severity of the attack warrants a concern for public safety, a decision as to whether the dog should be deemed Vicious is made by the Manager of Bylaw Services. Where a dog is deemed Vicious, the condition of the Notice must be immediately complied with to ensure public safety.

Bylaw Services may also commence a proceeding under the provincial DOLA to request a control order that prescribes additional measures or an application to remove or destroy the dog.

Dog owners may appeal Vicious Dog Notice to the Hearing Committee

Where the Vicious Dog owner wishes to appeal the decision of the Manager, application must be made within 14 days of the issuance of the Notice to the City's Hearing Committee. The Hearing Committee has the authority to confirm the determination of Vicious Dog, reverse the finding, or modify the conditions imposed on the dog and the owner. Where an appeal is filed, a Vicious Dog Notice remains in effect unless and until the Hearing Committee makes a finding. Otherwise, the Notice remains in effect for the life of the dog.

Recommended Bylaw amendments

Bylaw Services follows up with dog owners after a Vicious Dog Notice has been issued to ensure compliance with the Order, which may include the following;

- signage has been posted;
- muzzle requirements are met;
- microchipping and medical reporting;
- proof of liability insurance; and
- proper dog enclosures for properties that do not have a fence for containment.

In cases of non-compliance, Bylaw Services may take further enforcement action including ticketing or a summons to Court for non-compliance.

Staff are recommending Vicious Dogs be required to obtain a specific licence, to be worn at all times. This will assist with data management, identification in the event the dog is at large, and enforcement efforts.

Further, we are recommending an amendment to the Bylaw which would require owners to supply annual photographs of the dog which can be used for identification purposes.

Staff examined the City of Toronto’s mandated dog training which requires proactive filing of training information with Bylaw Services. This change is not recommended. If a dog owner receives a Vicious Dog Notice, the dog owner can enter evidence of training records for the Hearing Committee members to consider in their decision to either have the Notice amended or rescinded. Therefore, Staff are not recommending mandatory training for Vicious Dogs.

Based on a review of Municipal comparators, Staff are recommending amendments to the Vicious Dog provisions to explicitly prohibit a Vicious Dog from using the City’s dog parks and off-leash areas in the event the owners attempt to bring the dog to the location, even if leashed and muzzled.

Recommended proactive enforcement and regular monitoring

Following the initial compliance check, enforcement of the Vicious Dog Notice is complaint based. There are twelve (12) dogs currently designated as vicious in our community. It would take an estimated sixty (60) hours of Bylaw Officer time to effectively provide proactive enforcement and compliance checks. Therefore, staff are recommending amendments to the Animal Care and Control Bylaw to require annual inspections for these animals. The cost of service to be recovered by user fees, Vicious Dog license fees, and inspection fees. It is feasible for Bylaw Services to accomplish this service level with existing staff resources.

Table A: Municipal Comparators and Statistics (related to Vicious/Dangerous Dogs)

Bylaw Requirement	Greater Sudbury	Toronto	Waterloo	Sault Ste Marie	Hamilton	Mississauga
Public Registry	Recommended	Yes	No	No	No	No
Mandated Dog Training	No	Yes *	No	No	No	No
Microchip Required	Yes	Yes	No	Yes	Yes	Yes
Special Dog License	Recommended	Yes	Yes	No	No	No
Signage at Residence	Yes	Yes	No	Yes	Yes	Yes
Muzzle required outside of home	Yes	Yes	Yes	Yes	Yes	Yes
Shorter Leash	Yes	No	No	No	No	No
Annual Inspections	Recommended	Yes	No	No	No	No
Prohibited at dog parks	Recommended	Yes	n/a	Yes	Yes	Yes

**The 2024 Toronto review identified that in some cases dog owners are unable to comply with the requirement that their dog receive socialization/obedience training within 90 days of the order issuance as they cannot afford the expense.*

Table B: Number of Complaints and Vicious Dog Notices Issued

Year	Total Animal Related Calls	Vicious Dog Complaints	Involving a Threat or Attack on Animal	Involving a Threat or Attack on Person	Notices Issued
2017	2116	144	-	-	4
2018	2298	129	-	-	3
2019	2398	150	-	-	4
2020	2518	190	-	-	4
2021*	2981	258	55	80	5
2022	3434	282	111	138	4
2023	4169 (ave. 12 calls/day)	358	148	181	5
2024 (as of April 24 2024)	1375 (ave. 12 calls/day)	101	38	52	4
Total	15745	1612	395	491	33 (12 est. alive in CGS)

**As of May 03, 2021 the new CRM complaint management software was configured to track if the attack occurred on a person or animal.*

Recommended Increase to Set Fines

Current set fines were approved in 2017 and are lower than some municipalities. To act as a deterrent, Staff are recommending updating the set fines by making a request to the Regional Senior Justice of Ontario. This standard process can take a few months to accomplish, and it will be aligned with any amendments as recommended in the report to ensure we are making the request once the bylaw has been amended, if approved by Council.

Table C: Set Fines Compared to other Municipalities:

Type of Offence	Greater Sudbury Set Fine	Ontario Municipal Average
Licensing (fail to obtain tag)	\$180.00	\$250.00
Dog at Large / Off Leash	\$365.00	\$400.00
Dog Bite	\$365.00	\$600.00
Vicious Dog Admin Related	\$365.00	\$400.00
Vicious Dog Incident Recurrence	\$615.00	\$900.00

Recommended Communication Strategy and Public Education

A proactive communication strategy and public education campaign will support enforcement and compliance with the goal of reducing the occurrence of dog bites. There is a need to change public behaviour and increase awareness of leashing requirements. Most dog bites in our community occur when one or more dogs are off leash and not in the not in control of a handler. Owners are often bit when trying to separate their dogs during a fight. Staff are recommending increased set fines for off-leash offences.

The Bylaw Services does not have a current budget to educate people about the importance of keeping dogs leashed and to promote responsible pet ownership. This review has identified the need for a robust public education campaign to further support the goal of reducing of negative dog interactions. This may include radio and other digital platforms, transit shelter and digital screen advertisement space, sponsored media content and a comprehensive bilingual strategy. Communications has advised the cost of such a campaign would be between \$20K and \$30K annually. Toronto Animal Services was recently approved for \$300k to %500k for a similar communication strategy and public education campaign which was one of the recommendation approved from their 2024 review of their response to dangerous dogs and attacks.

Part of the communication strategy is to educate residents on reporting incidents of dog attacks. Bylaw Services is engaging with GSPS, 311, and PHSD to confirm the respective mandates, roles, and responsibilities.

Recommendation to expedite DOLA matters

Bylaw Officers do not have general authority to enter a dog owner's residence and seize animals. The municipality is required to apply for a warrant from a Justice of the Peace to enter a dwelling and seize a dog under the provincial DOLA. Where it is in the interest of public safety to seize the dog, the City would make application. Greater Sudbury Police Service also has authority to enforce provisions of DOLA.

Seized dogs have a significant impact to the Greater Sudbury Animal Shelter facilities. The provincial court process for a recent seizure took longer than one year to conclude. Where a dog is seized, it is required to be boarded at the expense of the municipality until there is a judicial decision. Housing these dogs in solitary pens for this length of time has a detrimental effect on the dog, consumes significant City resources, and poses risk to staff.

Staff recommends amendments to DOLA to provide an expeditious process for proceedings, as well as an explicit mechanism for municipalities to recover costs incurred when it holds an animal pursuant to a warrant. The recent review of Toronto's dangerous dog protocols also cited this as being one of the largest impediments to effectively dealing with dangerous dogs and Toronto City Council approved this

recommendation in their 2024 report.

Recommended Public Sharing of Information

The City of Greater Sudbury has an Open Data portal where documents and information are posted on its website for public access. Before anything is posted, staff conduct a review of information proposed to be added to the Open Data portal to ensure privacy and other interests are appropriately balanced for the circumstance. The City's obligations under the Municipal Freedom of Information and Protection of Privacy Act ("MFIPPA") are considered as part of this process.

Publishing information to the website, coupled with the requirement to post a warning sign on their property, will help the public take appropriate action for their safety. Therefore, Staff are recommending the posting and maintenance of the Vicious Dogs information to the City's website. Staff will make the necessary changes to the Open Data Portal no later than the end of 2025.

Staff Identified Process Improvements

1. Sharing of information with Public Health Sudbury and District

As part of the review of the Animal Control Bylaw related to dog attacks, an opportunity to increase information sharing was identified. Staff have been working with PHSD to expedite the release of information related to dog attacks, location of the dog for the quarantine requirement, owner information and connecting victims with Bylaw Officers to assist with charges and prosecution. The prompt sharing of information ensures all incidents, regardless of how they are reported, are being addressed by PHSD and Bylaw Services.

Staff are recommending continued workflow process improvements by the City for Public Health Officials to obtain animal and animal owner information electronically via a Release of Information. Staff have already begun the process of updating forms and connecting staff from Bylaw Services and PHSD to make the necessary changes to workflow as of early April 2024.

2. Dog Bite/Attack complaints protocol and community messaging

As part of the review, it was identified that the overlap in services between GSPS and Bylaw related to vicious dog attacks may cause unnecessary delays in providing an urgent response. To avoid conflicting information, clear communication and public messaging is required. The role of police is to respond and mitigate any threat to public safety. It has been clarified that Bylaw Services would be responsible handling all other calls related to animal control.

Summary

The review by Staff has confirmed the City of Greater Sudbury's bylaw is in line with other municipalities to effectively deal with Vicious Dog complaints. However, Staff are recommending the following enhancements to deter animal attacks and to promote responsible pet ownership;

- Prohibit a Vicious Dog from using the City's dog parks and off-leash areas
- Require Vicious Dog licences for deemed dogs
- Vicious Dog owners to be subject to annual inspections and photographing

Based on the review of municipal comparators, staff are recommending application be made to increase the set fines related to offences that are seen to contribute to dog bites and attacks.

Staff are also recommending a proactive communication strategy and public education campaign to change public behaviour and increase awareness of leashing requirements and how owners can prevent their dogs from biting.

Staff proposes petitioning the Province to consider amendments to the DOLA to provide an expeditious

process to hear DOLA proceedings, as well as an explicit mechanism for municipalities to recover costs incurred by the municipality. Toronto Animal Services (TAS) has been engaged with the province on this request and the City of Greater Sudbury Bylaw Services would like to work jointly with TAS for effective changes.

Further, Staff are recommending publicly posting information about vicious dogs.

From the review of the Animal Control Bylaw several operational improvements were identified. Staff have begun to actively work on the improvements.

Resources Cited

[CES2023-18 Community and Emergency Services Committee Meeting Resolution from December 11 2023](#)

[City of Greater Sudbury Animal Care and Control Bylaw 2017-22](#)

[City of Greater Sudbury User Fee Bylaw 2024-28](#)

[Dog Owners' Liability Act, R.S.O. 1990, c. D.16 \(DOLA\)](#)

[Toronto Report and Open Data portal](#)

[PHSD Website – Rabies Prevention and Dog Bites](#)

[Ontario.ca Bite and Rabies Information](#)

Road Safety Review – Intersection of Paul Street, Laurier Street West, and Hollybrook Crescent

Presented To:	Operations Committee
Meeting Date:	May 21, 2024
Type:	Correspondence for Information Only
Prepared by:	Mofor Augustine Linear Infrastructure Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report presents the results of a road safety review for the intersection of Paul Street at Laurier Street West and Hollybrook Crescent.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report refers to operational matters.

Financial Implications

There are no financial implications associated with this report.

Background

On November 14, 2023, Operations Committee resolution OP2023-35 was passed stating:

WHEREAS in 2019 the City reassigned the right-of-way at the intersection of Paul Street at Laurier Street West and Hollybrook Crescent in order to implement a standard uniform system of traffic control;

AND WHEREAS when considering the reassignment of the right-of-way at that intersection, staff first reviewed whether an all-way stop was warranted, and a turning movement count was completed at the intersection on July 11, 2019.

AND WHEREAS in 2019 applying the data to the City’s minimum vehicle volume warrant indicated that the total vehicle volume met only 47% of the minimum volume requirements and a review of the City’s collision data from 2015 to July of 2019 revealed that there were no reported collisions at the intersection during this period;

AND WHEREAS in July of 2019 the City had only recently assumed Hollybrook Crescent;

AND WHEREAS residents in the area have expressed concerns about the safety of pedestrians, cyclists, and drivers at that intersection;

AND WHEREAS no review of that intersection has occurred since 2019 despite significant growth in the area leading to increased traffic;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury directs staff to undertake a review/traffic study of the intersection of Paul Street at Laurier Street West and Hollybrook Crescent and to provide the results of their findings together with any recommendations to the Operations Committee during the 2nd quarter of 2024.

The intersection of Paul Street at Laurier Street West and Hollybrook Crescent, consists of three roads. Paul Street, which is north of the intersection, Hollybrook Crescent is west of the intersection, and Laurier Street West is south and east of the intersection. The intersection is stop-controlled on the east-west direction, on Hollybrook Crescent and Laurier Street West.

Paul Street is a collector road constructed to a rural standard with a width of 7 metres. It is 0.5 Km long and starts at St Agnes in the north and becomes Laurier Street West, south of the intersection with Hollybrook Crescent.

Hollybrook Crescent is a local road built to an urban standard and intersects Paul Street on the south and west. Hollybrook Crescent was built as part of the Creekside Subdivision and there are plans to connect the road to St. Agnes Street to the north (See Figure 1 below).



Figure 1: Subject Area

In 2019 the City assumed Hollybrook Crescent. City staff reviewed the intersection as requested by area residents due to the existing non-standard system of traffic control.

The analysis determined that an all-way stop was not warranted based on the vehicle volume and collision history. Staff recommended that the intersection be controlled with a stop sign facing eastbound traffic on Hollybrook Crescent and westbound traffic on Laurier Street West (see Figure 2 below).

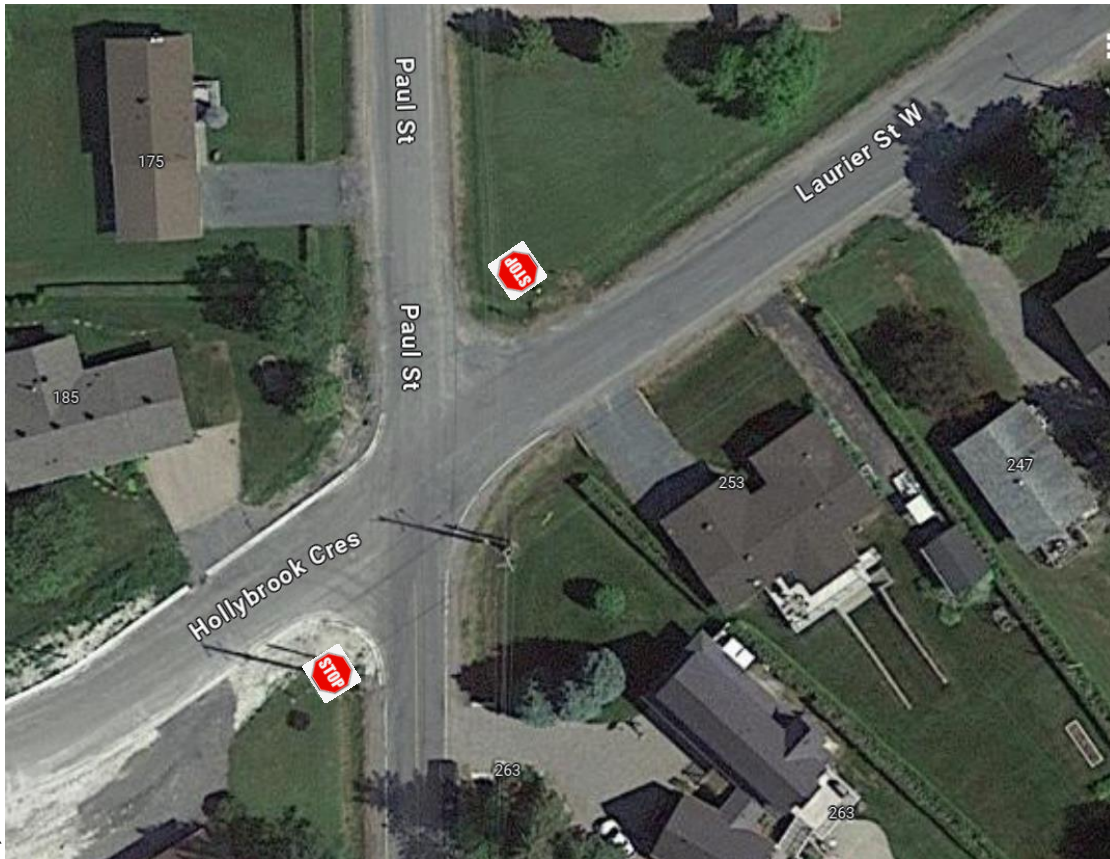


Figure 2: Intersection Control

Data Collection and Analysis

As part of the traffic study, Transportation and Innovation staff completed an updated all-way stop warrant and analyzed the sightlines approaching the intersection.

In 2008, City Council adopted an All-Way Stop policy for the City of Greater Sudbury. The policy is based on a jurisdictional scan of Ontario municipalities and reduces the requirements to have all-way stops installed. The purpose of an all-way stop is to control right-of-way at an intersection. They are not to be used as a speed control device. When all-way stops are implemented at unwarranted locations, there are several negative effects:

- Driver frustration,
- Non-compliance at stop signs,
- Increases travel speed (to make up for lost time),
- Increases idling and air pollution,
- Increases fuel consumption,
- Increases the potential for rear-end collisions,
- Creates a false sense of pedestrian/cyclist safety.

On November 16, 2023, staff conducted a turning movement count at this intersection and applied the data to the all-way stop policy. As shown in Appendix A, the total vehicle volume from all approaches at this specific intersection meets only 42% of the minimum vehicle volume required to warrant an all-way stop.

A review of the collision history from 2021 to 2023 year-to-date revealed that no collisions occurred at the intersection. The all-way stop warrant for a local and collector road requires there be a minimum of two and three collisions per year respectively over a three-year period to qualify for the installation of an all-way stop.

The sightline assessment determined the sightlines are unobstructed at the intersection on all approaches. The minimum sight distance of 85 meters, based on the design speed of 60km/h, was met on all approaches, with values greater than 90 meters.

Conclusion

Based on the analysis of the vehicle volumes, collision history and sightlines at the intersection, the current stop control at the intersection is appropriate.

Resources Cited

Ontario Traffic Manual, Book 5 – Regulatory Signs, March 2000.

Operation Committee Report dated December 2, 2019, titled “Right of Way Reassignment - Paul Street at Laurier Street West and Hollybrook Crescent”:

<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?documentid=1574>



**CITY OF GREATER SUDBURY
ALL-WAY STOP WARRANTS**

Location:	Paul Street-Laurier Street- Hollybrook Crescent	Date:	March 22, 2024
Date of TM Count:	November 16, 2023	Analyst:	MA
Type of Intersection:	Cross		
Roadway Type	Minor Collector		
AADT of Main Road:	1000		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	42	%
Warrant #2	Collision History	0	%
Warrant #3	Traffic Control Signals	No	Y/N

All-Way Stop Warranted? **No** Y/N

Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	147	42%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	35	25%
Traffic Split	70/30	70/30	70/30	48/52	100%

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Total Number of Collisions	Percent Compliance
Total Collisions over a 3 year period	12*	9*	6*	0	0%

Warrant #3 Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures. **No** Y/N

* Only those collisions susceptible to relief through multi-way stop control must be consider (i.e. right angle and turning types).

- If the intersection meets warrant # 1, then the all-way stop is recommended regardless of the remaining warrants.
- If the intersection does not meet warrant #1 and does not meet warrant #2, then the all-way stop is not recommended.
- If the intersection does not meet warrant #1 and does meet warrant #2, then the all-way stop is recommended.

Winter Control Update – February 2024

Presented To:	Operations Committee
Meeting Date:	May 21, 2024
Type:	Correspondence for Information Only
Prepared by:	Joe Rocca Linear Infrastructure Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides an overview of winter maintenance activities for the 2023/2024 winter control season up to and including the month of February 2024.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report refers to operational matters and has no direct connection to the Community Energy & Emissions Plan.

Financial Implications

This report provides the estimated financial results for the period ending February 29, 2024. The estimated result for February 2024 is a surplus of approximately \$1,690,000 when compared to the 2024 year-to-date budget. The actual year-to-date result may differ from these estimates as certain estimates were necessary to account for outstanding invoices.

Background

This report is intended to provide a summary of winter maintenance activities for the month of February 2024, including financial variances. It is important to note that due to normal lags in receipt of costs related to these activities, final costs for this period may vary from the information reported at this time.

The City of Greater Sudbury's winter maintenance service levels are defined in Council approved winter control service policies as well as guidelines within the Minimum Maintenance Standards (MMS), O.Reg. 239-02.

During the month of February, there were three winter events that required the full deployment of City crews and subcontractors. The February 28 winter event was declared a Significant Weather Event due to a flash freeze.

This report provides the estimated financial results for the period ending February 29, 2024. The estimated result, for the period ending February 29, 2024, is a surplus of approximately \$1,690,000 when compared to the 2024 year-to-date budget. The actual year-to-date results may differ, as certain estimates were necessary to account for outstanding invoices.

Weather Statistics

As shown in Table 1, during the month of February there were 3 major winter events which required the deployment of all available City and contractor snow plowing equipment. As of the end of February 2024, there have been five winter events requiring the full deployment of all available City and Contractor snow plowing equipment in the winter control season of 2023/2024.

Table 1 also highlights the statistical information for the 2023/2024 winter season from Environment Canada, including the 10-year average (2013-2022) for snowfall. The total snow accumulation for February 2024 was 50.4 percent less than the 10-year average for the same period. In addition, temperatures fluctuated below or above freezing throughout the month. The total snow accumulation for the 2023/2024 winter season is approximately 36 percent less than the 10-year average of 2.5 metres or 8.2 feet.

Table 1 – Weather Statistics (June 2023 through May 2024)

Month	Snow Accumulation (cm)	10 Year Average (cm) (2013-2022)	Percentage Increase/(Decrease) Compared to 10-Year Average	Snow Events	Rain/Freezing Rain Events
Jun-Sep	-	-	0.0%	0	0
Oct	8.8	6.0	47.7%	0	0
Nov	26.3	40.3	-34.8%	1	0
Dec	16.3	65.1	-75.0%	0	0
Jan	74.9	72.1	3.9%	2	0
Feb	33.1	66.7	-50.4%	2	1
Mar					
Apr					
May					
Totals	159.4	250.2	-36.3%	5	1

Note: All weather data taken from Environment Canada website for weather station Sudbury A.

Winter Control Service Categories

1) Roadway Snow Plowing/Sanding/Salting

Includes work activities such as plowing, sanding, salting, anti-icing roads and winter stockpile management.

Status Update

For the February 2024 reporting period, there were three winter events that required the full deployment of City staff and contractors and minimal snowfall throughout the remainder of the month. Two winter events were due to snowfall and accounted for approximately 67 percent of the total snowfall for the month. The remaining winter event was a flash freeze event and was declared a Significant Winter Event. This resulted in approximately 11 percent less snow plowing/sanding/salting activities than the anticipated levels for the month.

Challenges

There were no significant challenges with roadway snow plowing/sanding/salting during the reporting period.

2) Snow Removal

Includes work activities such as bus stop clearing, snow removal with loaders, snow dump operation and snowbank removal in the downtown centres.

Status Update

During the February 2024 reporting period there was approximately 23 percent less snow removal completed due to significantly below seasonal amounts of snow as well as a number of days of above freezing temperatures and rainfall which helped reduce the size of snowbanks throughout the community.

Challenges

There were no significant challenges with snow removal during the reporting period.

3) Winter Sidewalk Maintenance

Includes work activities such as sidewalk plowing and sanding.

Status Update

As previously noted, during the February 2024 reporting period, there were three winter events that required the full deployment of City staff and contractors and minimal snowfall throughout the remainder of the month. This has resulted in 27 percent less winter sidewalk maintenance activities than the anticipated levels for the month. The enhanced sidewalk maintenance pilot project continued during February with spot sidewalk plowing and sanding completed as needed throughout the community.

Challenges

There were no significant challenges with winter sidewalk maintenance during the reporting period.

4) Roadway Snow Plowing with Graders/Loaders/4x4s

Includes work activities such as snow plowing with graders, 4x4s and loaders, municipal parking lot maintenance and snow fence maintenance.

Status Update

For the February 2024 reporting period, there were three winter events that required the full deployment of City staff and contractors. It is important to note that graders and loaders are only deployed during snow events and would not have responded to the flash freeze event. This resulted in snow plowing activities that were 71 percent less than the anticipated levels for the month.

Challenges

There were no significant challenges with this activity during this reporting period.

5) Winter Ditching/Spring Clean Up

Includes work activities such as winter ditch maintenance and spring clean-up with sweepers/flushers on roads and sidewalks.

Status Update

For the February 2024 reporting period, minimal work was done related to winter ditch maintenance and sweeping. The costs incurred during this reporting period were 75 percent less than the anticipated levels for the month.

Challenges

There were no significant challenges with this activity during this reporting period.

6) Miscellaneous Winter Maintenance

Includes work activities such as property restoration (plow damage), pothole patching, winter road patrol, employee standby, equipment standby, health and safety training, fringe benefits and tool repairs.

Status Update

Pothole patching and contractor standby are the main activities that have been utilized under this category during the February 2024 reporting period. This resulted in 11 percent less miscellaneous winter maintenance activities than the anticipated levels for the season.

Challenges

There were no significant challenges with this group of activities during this reporting period.

Financials

The estimated financial results for the period ending February 29, 2024, are summarized below. As shown in Table 2, February 2024 is estimating a surplus of approximately \$1,690,000 when compared to the 2024 year-to-date budget. The actual year to date may differ as certain estimates were necessary to account for outstanding invoices. The winter control surplus/deficit will form part of the year-end position. Table 3 provides a breakdown of the budgeted expenses included within Miscellaneous Winter Maintenance.

Table 2 – Financial Results

2024 Winter Summary As at February 29, 2024					
	Annual	2024 YTD			
	Budget	Budget	Actual	Variance	% Spent YTD
Snow Plowing/Sanding/Salting	8,068,135	3,851,218	3,518,747	332,470	91%
Snow Removal	1,281,383	640,029	495,415	144,614	77%
Winter Sidewalk Maintenance	1,368,470	744,236	596,591	147,645	80%
Snow Plowing - Graders/Loaders/4x4s	1,866,543	933,076	357,861	575,215	38%
Plowing: Municipal Facilities	137,567	75,662	46,202	29,460	61%
Snow Plowing - Graders/Loaders/4x4s	1,728,976	857,414	311,659	545,755	36%
Winter Ditching/Spring Clean Up	3,751,462	499,000	115,549	383,450	23%
Miscellaneous Winter Maintenance	8,771,523	2,614,119	2,508,187	105,932	96%
Totals	25,107,516	9,281,678	7,592,351	1,689,327	82%

Table 3 – Miscellaneous Winter Maintenance Budget Breakdown

2024 Miscellaneous Winter Maintenance	
Expense Type	Annual Budget (millions)
Employee Benefits	1.98
Asphalt Patching	1.63
Internal Recoveries	1.01
Standby (Contractor Services)	0.87
Health & Safety	0.23
Other (Emergency Response, Tool Repair, Property Restoration, etc.)	0.28
Administration & Supervision	2.79
Total	\$ 8.77

Table 4 portrays a summary of winter maintenance activities for the 2023/2024 winter season which shows an estimated under expenditure of approximately \$3,985,000.

Table 4 – 2023/2024 Winter Season Financial Summary

2023/2024 Winter Season Summary			
as of Feb, 2024			
	Season Budget	Season Actual	Variance
Snow Plowing/Sanding/Salting	6,592,749	5,427,604	1,165,145
Snow Removal	902,656	620,819	281,837
Winter Sidewalk Maintenance	1,211,157	938,367	272,790
Snow Plowing - Graders/Loaders/4x4s	1,352,209	450,322	901,887
Winter Ditching/Spring Clean Up	543,942	197,789	346,153
Miscellaneous Winter Maintenance	5,840,426	4,822,765	1,017,661
Totals	16,443,139	12,457,666	3,985,473

In summary, weather conditions have caused costs attributable to winter maintenance for the 2024 fiscal year to track approximately 18 percent under budget allocations.

Transportation Demand Management Community Grant Program 2024 Update

Presented To:	Operations Committee
Meeting Date:	May 21, 2024
Type:	Correspondence for Information Only
Prepared by:	LyAnne Chenier Linear Infrastructure Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides updates to the status of the Transportation Demand Management (TDM) Community Grant Program, including the results from the 2023 intake and approved projects from the 2024 intake. In 2024, the City's Transportation Demand Management Community Grant Program received 10 applications from community groups seeking funding to promote sustainable transportation in Greater Sudbury. All 10 applications were successful, resulting in a total funding allocation of \$10,000.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

Implementing recommendations of the Transportation Master Plan (TMP) by building new cycling infrastructure and developing new policies, programs, and initiatives, supports the achievement of strategic objectives under both the Climate Change and Create a Healthier Community strategic initiatives. Items outlined within this report contribute to the goals to "Complete and implement Community Energy and Emissions Plan that will provide guidance to reduce greenhouse gas emissions"; "Deliver City-led goals from Population Health Call to Action 2018-2028" (Healthy Streets); and "...attain 'Silver Bicycle Friend Community' status from Share the Road Cycling Coalition".

Financial Implications

As part of the 2019 Budget process, City Council approved the reallocation of \$10,000 from the Cycling Infrastructure budget annually to fund the Transportation Demand Management Community Grant Program which supports implementation of the Council-approved Transportation Demand Management Plan (2018).

Background

In 2016, the Transportation Master Plan (TMP) was updated with a sustainability focus, outlining a cycling facility network, and recommending policy options for pedestrian and cycling infrastructure in Greater Sudbury.

One recommendation from the TMP was the development of a Transportation Demand Management (TDM) Plan to provide education, encouragement, and incentive programs to complement cycling, pedestrian and transit infrastructure investments being delivered in the community. This plan was approved by Council on June 12, 2018.

To support this plan, the City launched the Transportation Demand Management Community Grant Program in 2019. This program aims to fund community-based activities that support the TDM Plan and have a positive citywide impact.

Since its launch in June 2019, the TDM Community Grant program has held five intakes (2019-2023), approving 24 applications totaling approximately \$24,000 in funding distributed to community groups. The 2024 intake received 10 new applications.

2023 Funded Programs/Initiatives:

1) Sudbury Performance Group – Encouraging Transit Use to Attend Events

Sudbury Performance Group (SPG) has seen continued success with their initiative aimed at encouraging audience members to use public transit. Building on the triumph of their 2019 project, SPG has provided one free entrance admission to a show for anyone with proof of a valid GOVA transfer or a GOVA bus pass. The initiative's success has persisted into 2023, using the funds towards advertising the program on various platforms including social media, the Sudbury Star, and Sudbury.com.

2) Rainbow District School Board – Bike Racks (Various Schools)

The project installed bike racks at several schools, promoting cycling and providing secure parking. Positive feedback indicates success, with increased interest in cycling and improved storage. Schools reported a noticeable increase in the number of bikes parked on the racks. They plan to expand to more schools, reiterating their commitment to promoting active lifestyles.

3) Lockerby Composite School Environmental Council – Bike stand and repair station

A bike repair station, equipped with various tools, was installed at Lockerby Composite School. This initiative provides students and community members with opportunities to learn and apply basic bicycle repair skills at no cost. Led by a staff member from Sudbury Cycling Club, sessions were held last fall to teach how to use the station. Located in the city's south end, the station is easily accessible, linking to Rainbow Route trails. This project eliminates transportation barriers for some community members and promotes active lifestyles.

4) Chelmsford Valley District Composite School – Bike servicing and maintenance education sessions

Chelmsford Valley District Composite School launched a program to encourage biking to school by addressing maintenance issues that hindered many students. Free servicing sessions and bike prizes were offered, resulting in over 50 bikes serviced over six weeks. Monitoring showed a notable increase in students riding to school, from an average of 8 to 34 bikes per day. The initiative will be repeated in 2024, with plans to involve a high school leadership class.

5) Sudbury Métis Council – One day bicycle helmet and education event

The Sudbury Metis Council used grant funding to purchase bicycle helmets for families, addressing a need exacerbated by financial strain from COVID-19. Approximately 40 helmets were purchased and distributed to families facing financial challenges, ensuring that children had access to necessary safety equipment to cycle.

6) Simon Lake Park Association – Multiple Cycling Events

The Simon Lake Park Association purchased and distributed bicycle helmets to families. Their aim is to foster community and promote active living, especially through biking, at the park. They organized various bike-friendly events, including a Spring Social, Stay & Play sessions in summer, and Tricks & Treats in fall, all well attended and enjoyed by the community. With the support of local sponsors, they managed to organize these events within budget, enhancing community engagement and promoting active lifestyles.

7) Westmount Avenue Public School – Supervised Active School Travel

Funds from the program were used to organize walking school bus events before and after school on Tuesdays and Thursdays. A walking school bus is like a traditional bus route, but children walk to school together with adult supervision. These events encouraged walking, promoting physical activity and reducing traffic. Westmount Public School closed in June, \$470 of remaining funding was transferred to Lasalle Elementary for a bike rack purchase as part of the amalgamation, ensuring continued support for active transportation initiatives.

8) Rainbow Routes Association – Annual Sudbury Camino

Due to staffing constraints last year, Rainbow Routes Association regrettably had to postpone the Sudbury Camino event, a family friendly event that offers the community a free, unique on-foot exploration of urban and wilderness trails along the 30 km segment of the Junction Creek Water Park (JCWP) Trail. They requested to extend last year's funds to this year, ensuring the Sudbury Camino can take place, bringing the community together for this enriching experience once again.

2024 Allocations:

In 2024, the City's TDM Grant Program received 10 successful applications, resulting in \$10,000 distributed. Projects include:

1) Sudbury Performance Group - Encouraging Transit Use to Attend Events

Project Details: Due to the success of their past projects, Sudbury Performance Group plans to continue incentivizing audience members to attend performances using transit in 2024. They will offer one free entrance admission to a show with proof of a valid GOVA transfer or a GOVA bus pass.

Use of Funds: Funds will be used for advertising of incentive program and promotional campaign on social media and in the local newspaper.

Amount Requested: \$1,000

2) Lockerby Composite School Environmental Council – Bike pump/Repair station

Project Details: Expanding on last year's achievements, Lockerby Composite School installed a bike repair station, providing free repair sessions led by Sudbury Cycling Club. This year funds will be used to extend the initiative by adding a bike pump station. These stations encourage active lifestyles and remove transportation barriers.

Use of Funds: Funds will be used for bike pump station.

Amount Requested: \$1,000

3) MacLeod Public School – Bike locks

Project Details: The project funds will be used to provide bike locks to students as well as educating students on the necessary equipment for safety and basic rules of the road for cycling.

Use of Funds: Funds will be used for purchase bike locks.

Amount Requested: \$1,000

4) Student Senate – Sudbury Catholic District Schools – Bike Rack and Prizes for Campaigns

Project Details: The funds will be used for prizes for various campaigns centered around promoting sustainable transportation at Sudbury Catholic Secondary Schools. Additionally, any leftover funds will be used to purchase bike racks to support Transportation Demand Management (TDM) measures. The goal is to reduce single-occupancy vehicle trips by encouraging students to use GOVA transit, bicycles, or shared transportation options like carpools and shuttles.

Use of Funds: Funds will be used to purchase prizes to incentivize students using sustainable transportation.

Amount Requested: \$1,000

5) Levack Public School – Events

Project Details: The funding will support Levack Public School in hosting various events that promote cycling, community involvement, and healthy living in Levack/Onaping and beyond. They will feature safety demos, free helmets, community rides, a fun fair, and guest speakers. Prizes will be purchased and distributed to promote bike use for all ages and purposes.

Use of Funds: Funds will be used to purchase prizes to incentivize participants using sustainable transportation.

Amount Requested: \$1,000

6) Junction Creek Stewardship – Junction Creek Festival & Trout Release event

Project Details: Funding for the project will be used to enhance sustainable transportation options at the Junction Creek Festival & Trout Release event in New Sudbury. This involves collaborating with partners, developing signage, and offering incentives to promote sustainable travel. Information through paid social media ads and event communications will be shared to encourage interest in sustainable transportation.

Use of Funds: Funds will be used for social media marketing campaigns to promote the event, directional signage, and to create publication material that show how the JCWP interconnects with neighborhoods and destinations.

Amount Requested: \$1,000

7) Rainbow District School Board – Bike Racks (Various Schools)

Project Details: Building on the success of the 2023 project, this year Rainbow District School Board will continue with four new locations for bike racks. The four schools are:

Redwood Acres Public School
Lasalle Public School
Lively District Secondary School
Algonquin Public School

Use of Funds: Funds will be used to purchase bike racks.

Amount Requested: \$4,000

Next Steps:

Successful applicants will be required to submit a Final Project Report within 60 days after the completion of the project or by the end of the calendar year, whichever comes first. The Final Project Report will provide the City with the means to monitor the success of the TDM Community Grant Program and results from funded projects will be included within future iterations of the Active Transportation Annual Report that are presented to the Operations Committee.